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392 • February 2006

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TakingItEasy

Now here's a new extreme sport: **Yak-skiing in India.** A person on skis and holding a bucket of nuts is attached to a yak by a long rope fixed to a pulley on a hilltop, with the yak near the top and the skier far below. The skier rattles the bucket loudly to infuriate the yak, which then charges down, yanking the skier rapidly uphill. (I can't imagine how many nights someone must have tossed and turned trying to think up such a cool idea.)

I guess I could call her a lackadaisical mother for lack of a better word. A 14-year-old girl was lured to a town in Texas by a 37-year-old man over the Internet. The mother had reported her missing 12 days earlier. But since she and her boyfriend had **nonrefundable airline tickets** to Lake Tahoe (for a vacation), she decided to leave authorities her cell number in case the girl turned up.

A couple of comments from the intelligentsia. A guy was sentenced to 99 years in prison as a habitual criminal (after rejecting a plea bargain that would mean a 15-year sentence). He said, "There's things I choose to do, like, if I go in a store and **choose to take a Snickers bar,** if you catch me, you catch me. If not, I'm going to go home and eat it up and go on about my business, dog." And a 78-year-old woman was indicted for the jealous rage fatal shooting of her boyfriend who was 85. She said, "I did it, and I'd do it again!" (So there, Judge!)

A woman in Norway was arrested for bigamy. She told officers that she had **just forgotten she was already married.**

There's a World's Ugliest Dog contest held in California, and a 14-year-old Chinese Crested pooch won for the third time. The hairless dog's wrinkled brown skin is totally covered with splotches, a line of warts marches down his snout, his blind eyes are an alien, milky white and a fleshy flap of skin hangs from his withered neck. To top it all off, he has teeth that jut out at odd angles from his mouth. The owner said that **even the judges recoiled** when they laid eyes on him. (You might be wondering if they plan to breed him, but fortunately for the rest of civilization, this critter's been neutered.)

A two-county car chase was in progress until it came to a halt. Why? The suspect finally dropped his speed to 20 mph until he stopped. When he finally got out of his van, a syringe fell to the ground. He said he's been driving slowly at the end because **he needed to shoot up** with cocaine one last time before he got arrested.

After his foot was amputated due to a bone infection, he kept it in a bucket of formaldehyde on his front porch. The police confiscated it because "We had to make sure no crime had been committed," said a police spokesman. After verifying it was his by looking at his medical records, **they returned the foot.**

Now here's a robber who needs some additional schooling. He was arrested for robbing a bank. It seems he accidentally **left behind his wallet** and a name-imprinted deposit slip. AND, he had fired two shots in the bank out of frustration at noncompliance with his demands, with one bullet narrowly missing his own head. THEN, he had to recount a threat to shoot ("5, 4, 3, 2, 1") when no one gave him any money the first time. He had a partner who told him there were no surveillance cameras, but of course there were. (Some days it just doesn't pay to get up.)

This guy was driving his girlfriend's 11-year-old daughter and her 10-year-old cousin to cheerleading practice when he spotted a police car. He started thinking that he needed to take the kids home because he knew he was going back to jail for parole violation on drug charges. When the police tried to pull him over, he sped off with the two girls yelling at him to slow down. At last he dumped them off and sped away again. One always wonders **why people being chased think they can get away.** Well, it seems this guy told the police, "I've been playing a lot of *Grand Theft Auto* and *NASCAR* on my PlayStation and I thought I could get away."

We all seem to have beefs with lawyers, right? Well, here's one to add fuel to the fire: A disbarred lawyer who was convicted for stealing $439,000 from his former law firm and who had been on the lam for two years, got a suspended sentence (except for four months in jail), in part based on his promise to pay restitution of $245,000 to the law firm. BUT, his offer was to pay it at a rate of $50 a month, which, without interest, would take **408 years to pay off.** (Do you suppose you or I would get off with such lenience?)

Did you know that there are 13,092 knives, forks and spoons in the White House? And did you know that a giraffe can clean its ears with its **21-inch tongue?** (Now there's a visual.)

And here are a few very strange laws still on the books: In Utah, birds have the right of way on any public highway; in Colorado **a pet cat, if loose, must have a taillight;** in Texas it's against the law for anyone to have a pair of pliers in his or her possession.

Now here's an example of someone who needs very little to keep his mind occupied. A veteran criminal complained to a reporter about his most recent prison assignment—to a minimum security facility—because the grounds were short on clover! He's collected **over 46,000 four-leaf clovers** in the last 10 years, entirely on the grounds of prisons. And now he's alarmed that another man claims to have 76,000. Because the "other man" lives in Alaska and is not in prison, the criminal said, "The Alaskan guy's got the whole world, but I only have two or three acres." Hey, man, you gotta take what's given to you and quit yer bitchn'.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 392 • FEBRUARY 2006

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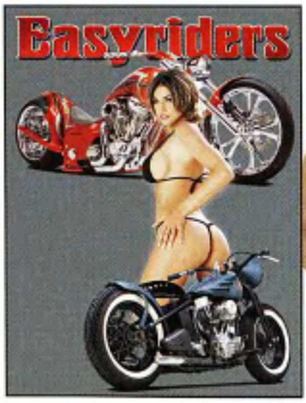

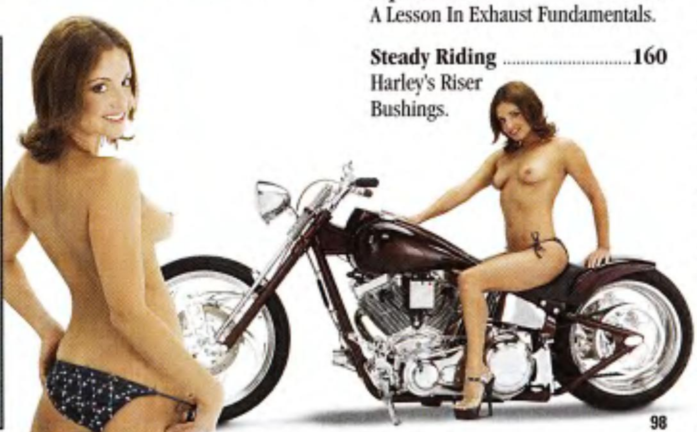

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MGS Custom shot by Markus Cuff. Bruce Wyke's Bobber by Michael Lichter. Awesome Amy by Don Rogers. Special imaging by Bryan Ferguson.

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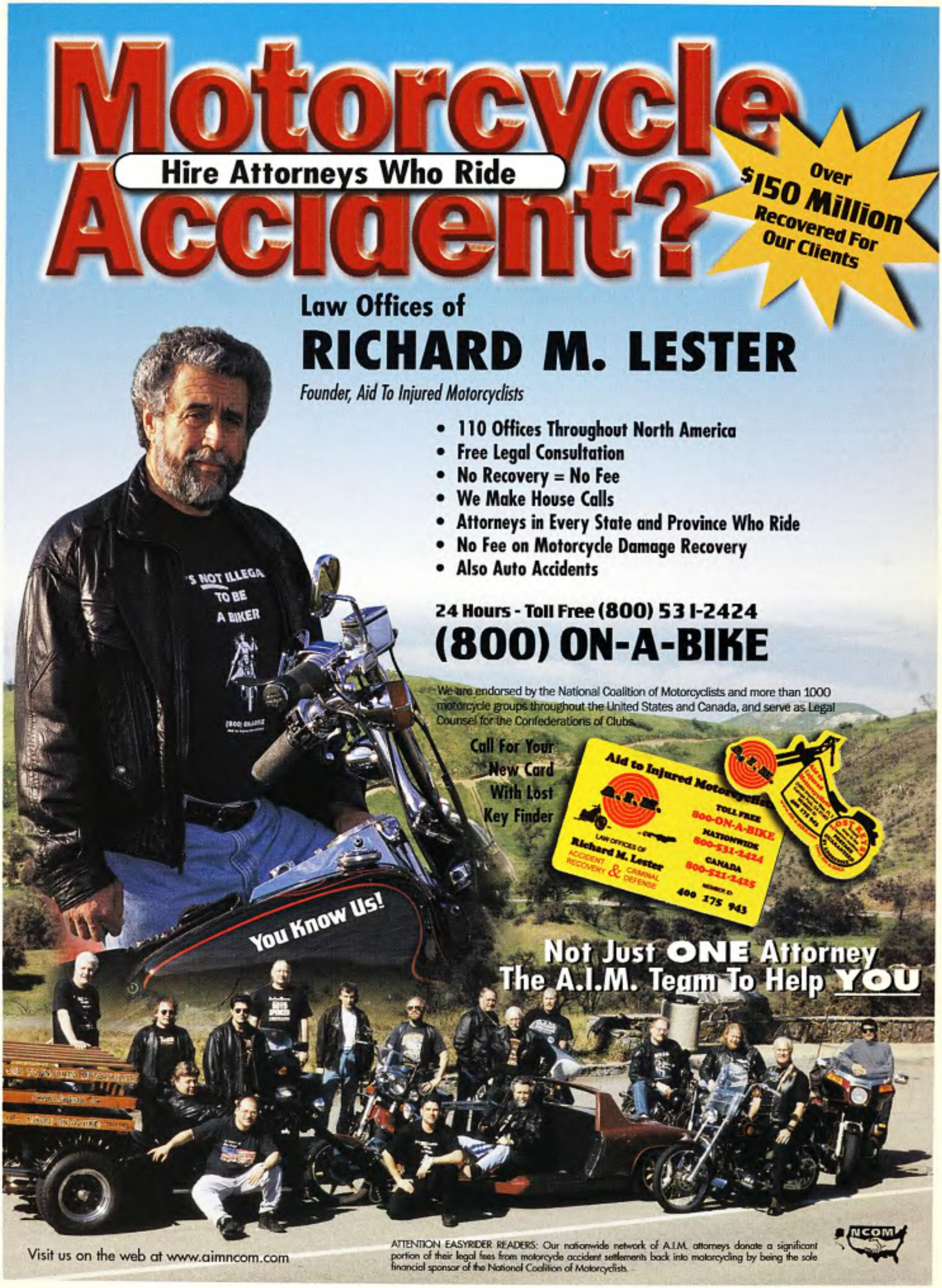
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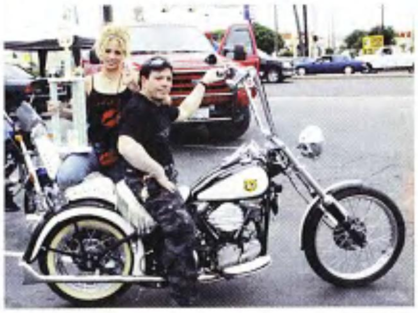

Joining The Ranks

I'm the owner of White Rock Customs of Dallas, Texas, a 16-year member of H.O.G., a seven-year distributor for Paisano Publications and a fan for life of *Easyriders* magazine.

In light of the recent publicity our fair city has been receiving, I wanted to let you know that there are thousands of us who believe, as Indian Larry did, that "old-school still rules."

I've had a lot of friends pictured in your magazine over the years and was hoping to join the ranks of the fortunate few. This is my 1963 panhead in a '51 chassis, with a few additives.

Nathan C. Cowart
Dallas, Texas

Keep kickin' that beast, Nathan.

Death Trap

The "Death Trap" bike in the October issue was awesome. The pinstriping on it made that bike old-school cool. I'm rebuilding mine and am going to have it pinstriped out.

Your mag has given me some awesome ideas. Keep up the good work.

Toney Reese
Denver, Colorado

From Iraq

I'm in Iraq, missing my second riding season out of two since picking up my '04 Electra Glide. I've been looking to ride something smaller than an army truck. Found a two-man tank, but it's not quite the same. The bros and I did find a nice little H-D dealer to hang around at in Doha, Qatar while on a four-day pass.

I keep forgetting to tell the folks back home that we can't have the *Easyriders* they keep sending me—maybe I'll wait 'till I see them in person.

Werm
Austin, Minnesota
Iraq (for now)

Come home safe, Werm.

Bitch, Bitch, Bitch, Bitch!

I was very excited when I saw the cover on the September issue that there was a bike built based on Dave Mann's classic *Ghostrider* painting until I saw the actual bike in your pages. *Ghostrider*, as I'm sure is true for many of your readers, has always been my favorite of Dave Mann's paintings. So when I saw the completed bike, I was severely disappointed. There were so many departures from the photo that it really doesn't look like the bike in the painting.

To start with, the "camel hump" in the frame is totally the wrong shape, making the front end of the frame look clunky, not lightly molded and smooth like it should be. In fact, if you look at the painting, there is NO hump in the downtubes. It sticks out like a sore thumb as soon as you look at it. Then, they put that King Sporty tank on it. It's so wide that when you match it with that long nose seat, it makes it look like one of those queer mini-choppers at the mall. The rear fender is at least two inches too long, making the position of the tombstone taillight too low. Call me crazy, but the sissy bar in the painting looks like a round bar. The oil filter doesn't belong. It's got the wrong brake calipers. The forks have raked trees, making the tubes too fuckin' long. It's got the wrong trees anyway (they're modern smooth billet, not the stock-type as in the picture). It's missing the passenger pegs and has the wrong pegs up front on the wrong style foot controls. It has the wrong style headlight. They chromed the oil tank so they could engrave it. Which brings me to the awful engraving. The rendition of the painting on the tank looks terrible, as does the "portrait" of David on the primary. Both look like the sketches were drawn by a middle schooler. I see no sign of a starter on the bike in the painting. It has the wrong style cables,

grips, controls, and mirrors. It has the wrong style front hub. And the wrong color seat. The brown saddle is too much for the all-brown ride. They spelled the name wrong on the engine. Hell, even the engine, with all of its polish and engraving looks totally wrong. Why not a rebuilt vintage shovel, or a reasonable facsimile like the new S&S generator shovel? And did the speedo fall off? There's one in the painting. And it has modern style tires, which I understand, but they don't belong.

And don't get me started with the Harley logos on the tank. I know that all this may seem like I'm nit-picking, but it really bugs the shit out of me. I have a lot of respect for David Mann's paintings. And even though I never met him, I'm sure he was a good man as everyone who ever knew him has said he was. And to see this bike being called "Ghost Rider" like the painting, why not BUILD THAT BIKE? Otherwise, it's not that bike.

Big Fink
Cyberspace

The bike was a tribute to David, not an exact replica, fer Christ's sake.

Great Job

I've been a reader for over 20 years. Went through the different stages of the mag and have loved it since I picked up the first one. Back then it was OK to have a fully nude woman in the centerfold. Then you went through a stage where I was almost afraid you might feel tits were gonna be too much to show. Well, I must say you've persevered! And to this day, you remain the Daddy Rabbit along with your sister publications.

But I'm a little disturbed that you guys seem either unwilling or unable to find enough women with real tits. Most biker babes have real tits so let's go with the majority. And a lot of real bikers are getting some age on them nowadays—so the models don't always have to be two days over the age of 18 either.

Thanks, keep up the good work.

Proud Reader Maddog
Charlotte, North Carolina

Okay Maddog, we'll send you the hundreds of photos we get every month of 50-year-old biker chicks with their nipples hittin' their knees. Happy now?

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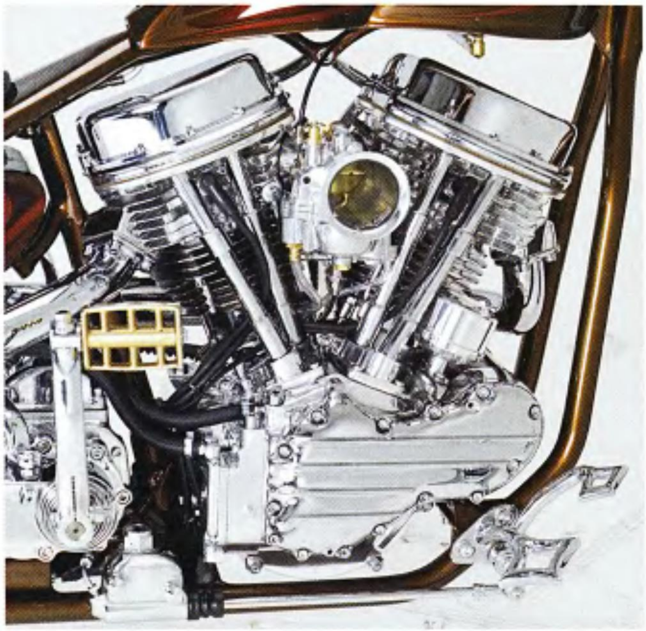


Central Coast Cruiser

Lupe Caranco's First Chopper

Jay Caranco is a strawberry farmer in Northern California, better known to his friends as Lupe. Well, it seems Lupe had been itchin' to get himself a new motorcycle after being off two wheels for some time. He'd been watching the latest styles in the custom bike market when a local shop, Central Coast Cycles (CCC), caught his attention. For about two years Lupe kept an eye on their bikes, honing his decision to finally approach them to build his new bike.

The story continues along like every builder's fantasy. Lupe approached Scott Long, owner of CCC, and laid it on the line. "I want you to build me a bike," Lupe says to him. A deposit confirmed the order along with two basic requirements: one, the bike had to be powered by a panhead and two, the bike had to be root beer brown. Scott was less than thrilled with the choice of colors for the scoot at that time, but he abided by his customer's wishes and got to work.

Accompanied by his trusty crew, Darin Morris as fabricator and Harry Cournoyer as engine builder, Scott knew the paint work would be critical, as root

beer brown is one of those colors that is very hard to get right. So what started out as a potential problem ended up turning into one of the bike's crowning achievements (and there are many) with the help of renown California painter Josh Stokes of Greedy Fly Graphix. The resulting work has turned this old-school sled into an attention magnet on the grand scale. "After building that bike, I could have sold 100 just like it," Scott says. No doubts here.

But let's not just glaze over the other custom work on this ride because there's plenty to consider. The indents built into the gas tank for knee-room were incorporated into the oil tank as a stylistic touch. Foot controls were designed and manufactured by CCC along with tons of other pieces, such as the hand controls and rear fender complete with the killer sissy bar. What's kinda funny about all this is that this bike is Lupe's first chopper. He'd never owned a Harley or a custom bike prior to this sled, so to get back into bikes with a machine like this one is a pretty major step.

As for the success of the project, Scott attributes it to the talent of his team, the enthusiasm that a project with so much creative freedom brings and the support of a good customer. What more could you want? How about Best of Show at the Easyriders Bike Show in Sacramento? Done deal. —*Wordman*

Owner: Lupe Caranco
City: Salinas, California
Designer: Scott Long

GENERAL
Fabrication: Darin Morris
Year and make: 2005
Model: Central Coast Cycles
Assembly: Central Coast Cycles
Time: one month
Chroming: Meclec

ENGINE
Year: 2005
Model: panhead
Rebuilder: Harry Cournoyer
Ignition: Mallory
Displacement: 103 cubic inches
Lower end: S&S
Balancing: Central Coast Cycles
Pistons: S&S
Heads: STD
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air Cleaner: none
Pipes: Central Coast Cycles

TRANSMISSION
Year: 2005
Modifications: hand shift conversion
Shifting: hand

PAINTING
Painter: Josh Stokes of Greedy Fly Graphix
Color: root beer brown
Type: House of Kolor

FRAME
Year: 2004
Builder: Paughco/Central Coast Cycles
Type: wishbone rigid

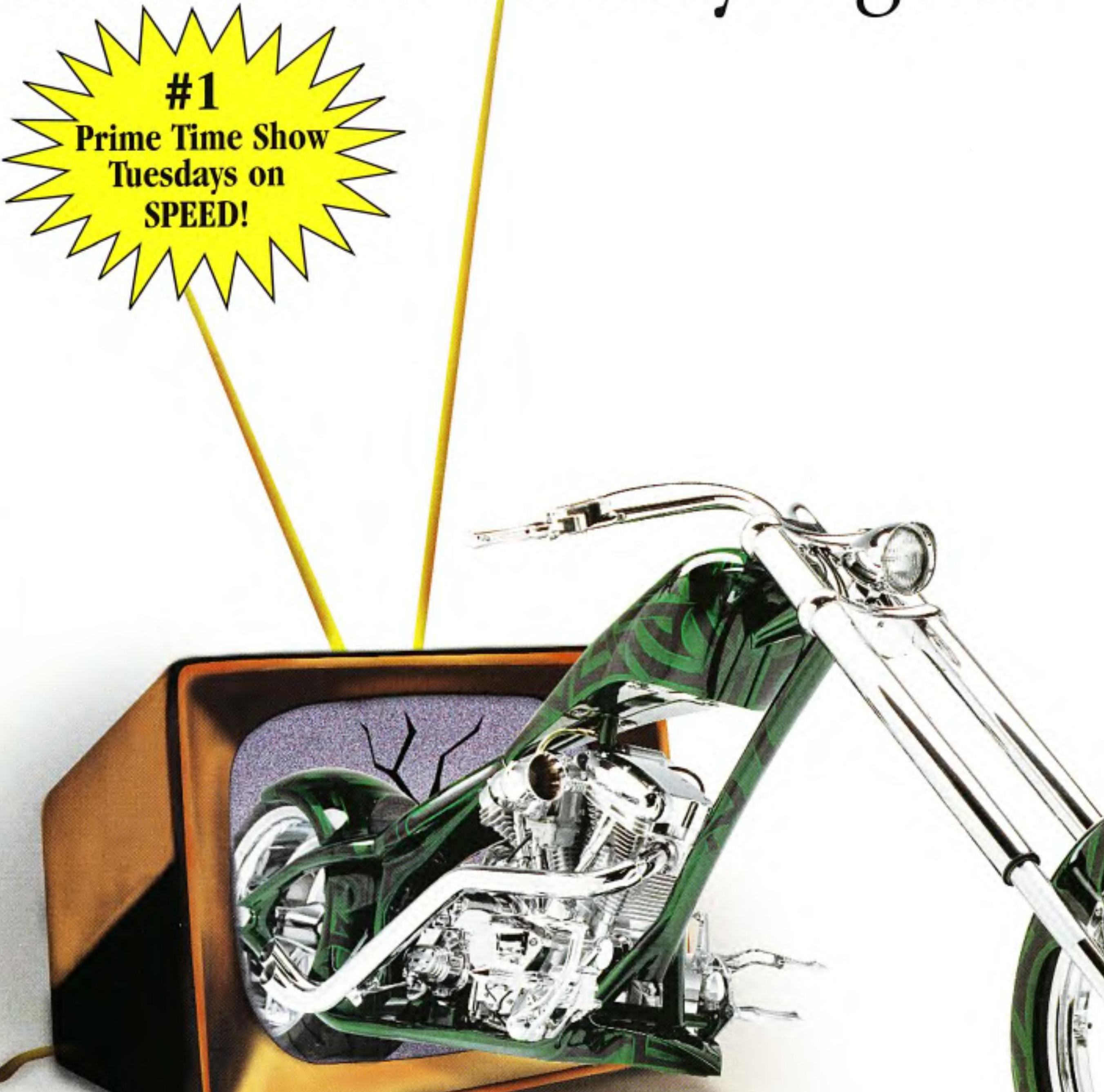
Rake: 45 degrees
Stretch: none
Shocks: none
Other modifications: lots

ACCESSORIES
Handlebars: Central Coast Cycles
Handlebar controls: Central Coast Cycles
Fender(s): Central Coast Cycles
Headlight: Spot
Taillight: Pro-One
Pegs: Central Coast Cycles
Electrics: Central Coast Cycles
Gas tank: Central Coast Cycles
Oil Tank: Central Coast Cycles
Oil system: S&S
Primary cover: open belt
Seat: Corbin custom
Mirrors: none
Grips: rubber

FORKS
Type: springer
Extension: 4-over
Builder: DNA

WHEELS
Size: 21-inch front, 16-inch rear
Hub: Hallcrafts
Tire: Avon
Brake: Exile
Photos: Rick Hustead

Tune in on Tuesday nights!



Tune in to find out how to win this Eddie Trotta bike!

V-Twin TV is here.

Twin Motorcycles

Check out V-Twin TV on

SPEED

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12/13/05	7:00pm	8:00pm	9:00pm	10:00pm
12/20/05	7:00pm	8:00pm	9:00pm	10:00pm
1/3/06	5:30pm	6:30pm	7:30pm	8:30pm
1/10/06	5:30pm	6:30pm	7:30pm	8:30pm
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Vance & Hines Shortshots For Sportsters

Vance & Hines says their new staggered Shortshots are a revolution in blue-proof exhaust technology. Designed and manufactured in the USA, and retailing for $325, Vance & Hines' Shortshot pipes feature a short, fat, straight pipe look with twin slash cut ends. The pipes have 1 3/4-inch headpipes stepped to a 2 1/8-inch muffler body and 220-degree coverage heat shields. Baffles, mounting hardware and instructions are included and optional quiet baffles are also available and sold individually.

Call Vance & Hines at 562-921-7461 for information.

The Jet Pack By T-Bags

T-Bags is introducing a suction cup mounted tank bag to fit both composite and metal gas tanks. The Jet Pack features six dual-cavity suction cups that firmly attach to metallic or composite surfaces. T-Bags says the suction cups offer stronger attachment than magnets and are more convenient than complicated tie down straps, providing instant attachment and removal.

Streamlined and lightweight, Jet Packs are made from thermal-molded foam and tough, UV-treated 1680D nylon that won't fade. The flexible bottom is designed to conform to most smooth tank surfaces. Painted surfaces are protected by the pack's soft neoprene bottom. The Jet Pack is equipped with self-mending coil zippers and carrying handle.

Call T-Bags at 800-957-6288 or log on to www.t-bags.com for information.

Storz Rearset Footpeg Kit For Sportsters

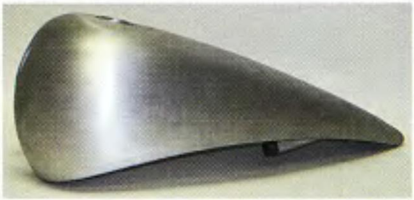
This new bolt-on rearset kit from Storz is designed to reposition the footpegs, brake lever, master cylinder and shift lever to a more sporty riding posture. Individual parts are CNC-machined from aluminum and the stock shifting pattern is retained. Complete instructions and mounting hardware is included. Installation requires the use of an aftermarket exhaust, which does not run across the pulley cover.

Call 805-641-9540 or them online at www.storzperf.com for information.

Brawny Detachable Luggage Rack

Motherwell Products Ltd. says that you can get a bigger and beefier luggage rack while still maintaining a stylish appearance, thanks to their new solo luggage rack for Harley-Davidson Road Kings. Constructed from heavy, 1/2-inch tubing on the outside frame, the solo rack is designed to match up perfectly with the larger OEM rear fenders. The rack also has 3/8-inch solid steel centers for durability, and measures 11 inches x 7 inches. You can also add a thumbscrew and make it detachable. More solo luggage racks are available for a variety of Harley and metric models.

Call Motherwell Products Ltd. at 888-575-1507, or go to www.motherwell-products.ca for more information.



Smooth Top Aluminum Gas Tanks From Kustomwerks

Kustomwerks offers these new stretched, smooth-top, all aluminum gas tanks. Tanks come in 4-inch stretch and 5-inch stretch versions and feature a solid, one-piece top. Each tank is made from a special aluminum alloy which hardens with age but will retain enough flexibility so as not to "work harden" and split, according to Kustomwerks. The tanks are formed in two pieces, using 3mm-thick plate instead of the usual multi-panel construction, giving them a more uniform shape and less welded seams to cause any future problems, Kustomwerks claims.

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The 4-inch stretch tank will hold approximately 4.1 gallons and the 5-inch stretch, 4.2 gallons. All tanks come with reinforced billet mountings, an internal vent pipe and use a screw-in gas cap. Custom mountings and weld-on brackets are also included.

Call a Kustomwerks dealer sales representative at 800-498-4711 or visit them on the Web at www.kustomwerks.com.

Küryakyn LCD/LED Speedo/Tach

Küryakyn's newest speedometer incorporates an LED bar tachometer and a high-visibility, backlit LCD screen to display information. The screen is heated to avoid cold weather sluggishness and incorporates numerous additional features such as gear indicator, digital clock, odometer/trip meter, ambient temperature, Volt meter and, of course, all the stock warning lights.

Retailing for $399.99, the speedometer fits '04-'05 Road Kings, '04-'05 FXDWG and '04-'05 Softails (except Deuce).

Call Küryakyn at 866-277-9598 or go to www.kuryakyn.com for information.

Hitech's Omen Drive

The Omen drive is a new addition to Hitech Products' line of belt drives. Sporting a spooky design, the drive is supported with outer bearings on the clutch basket and engine pulley, which makes this unit completely rigid under torque, Hitech says. All belt drives come polished with all the necessary mounting hardware and a Barnett Scorpion clutch assembly. The Omen drive exists in 4-, 5- and 6-inch widths.

Call Hitech Products at 818-887-0136 or go to www.hitechledproducts.com for information.

Blue Ox SportCarrier II For Fifth Wheels

Blue Ox's Sport Carrier line has been expanded to include a model built specifically for fifth wheel trailers. The SportCarrier II incorporates a wheel dolly to allow its use on the back of fifth wheel trailers. Blue Ox recommends that you check with your chassis manufacturer to ensure that it will support this product. Thanks to its 48-inch x 84-inch steel deck with a removable tire stop, the SportCarrier II allows you to carry two motorcycles, an ATV, or golf cart. The carrier has a black powdercoat finish for durability and several tie-down locations for convenience.

Contact Blue Ox at 402-385-3051 or visit www.blueox.us.

BeltHook Handlebars From Allen Bros. Chopper Works

New from Allen Bros. Chopper Works, these radical BeltHook handlebars are designed for an easy fit on most choppers or factory bikes. The bars feature

the same design as the ones installed on the Allen Bros. award-winning custom chopper the "WarLord" (a bike that took Best of Show at this year's Denver Motorcycle Show and Swap).

The bars are 1 1/4 inches in diameter and have an 8-inch rise and are 34 inches wide. They are made to fit a standard 3 1/2-inch fork tree mounting and do not require risers. They are equipped to run all cables and wires inside, out of sight, for a clean installation. The bars come raw, so custom builders can finish them with paint or get them chromed.

Call Allen Bros. Chopper Works at 719-686-0083 for information or log on to www.allenbros.com.

PM Wheels And Brakes For New Harleys (below)

Harley-Davidson has made some pretty big changes to the 2006 Softails, including a 200-series tire on some models and totally revamping the new Dyna line, sending aftermarket designers like Performance Machine back to the drawing board.

PM is now offering a selection of custom wheels, as well as matching brake components, for the redesigned 2006 Harley Softail and Dyna lines.

Check out the complete line of PM wheels, brakes and controls online at www.performancemachine.com or call them at 714-523-3000.

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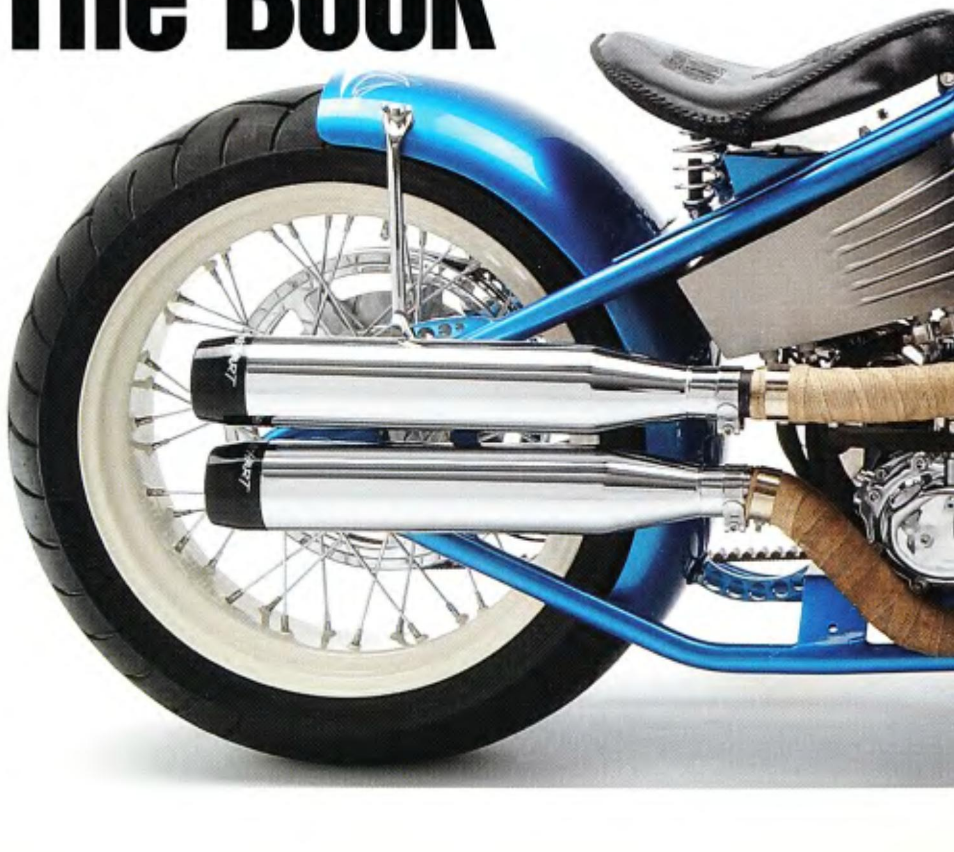
One For The Book

The 2006 Drag Specialties FatBook Cover Bike



"This is just huge for us. To get picked to build the Drag Specialties FatBook cover bike, that's dream material. We're hardly believing it!"

Brian Klock will believe it all soon enough when those giant Drag catalogs start showing up at dealerships and shops everywhere. The bike he and the Klock Werks team assembled is going nationwide. A couple years back, Brian says, he briefly met Fred Fox, the owner of Drag Specialties, and Fred was impressed with the work coming from Brian's shop in Mitchell, South Dakota. He told this young gun point-blank: "Someday you're gonna build us a motorcycle." Well, that someday is now and that motorcycle is this one. Sweet little bobber, isn't it? Fred Fox thinks so. He loves this thing.

"This is easily our most professional effort to date," Brian says. "I'm really proud of this bike and more proud of everyone here at the shop who made it happen." Like every Drag Specialties FatBook build, the mandate was to make sure everything, or just about everything, used on the bike is cataloged by Drag and available for sale. The idea, obviously, is to showcase what's offered and what's possible. Brian and the Klock Werks team (Dan Cheesman, Tim Wagner, Ken Chenoweth, Todd Snedeker, James Mayer and John Patton) mostly played by the rules and crafted one nasty little hot rod. "The guys at Drag said they wanted a bobber and they wanted us to use one of those new S&S shovelhead engines," says Brian. "I'd never built a shovelhead anything, but I was up for the challenge." It took some help, and that, Brian feels, is the key to any good bike. Everyone at Klock Werks, even Laura the office manager/bookkeeper and parts specialist Joe Mielke pitched in. "I might be the quarterback," Brian says, "but this *is* just like football. You'll never win a Super Bowl without a solid team."

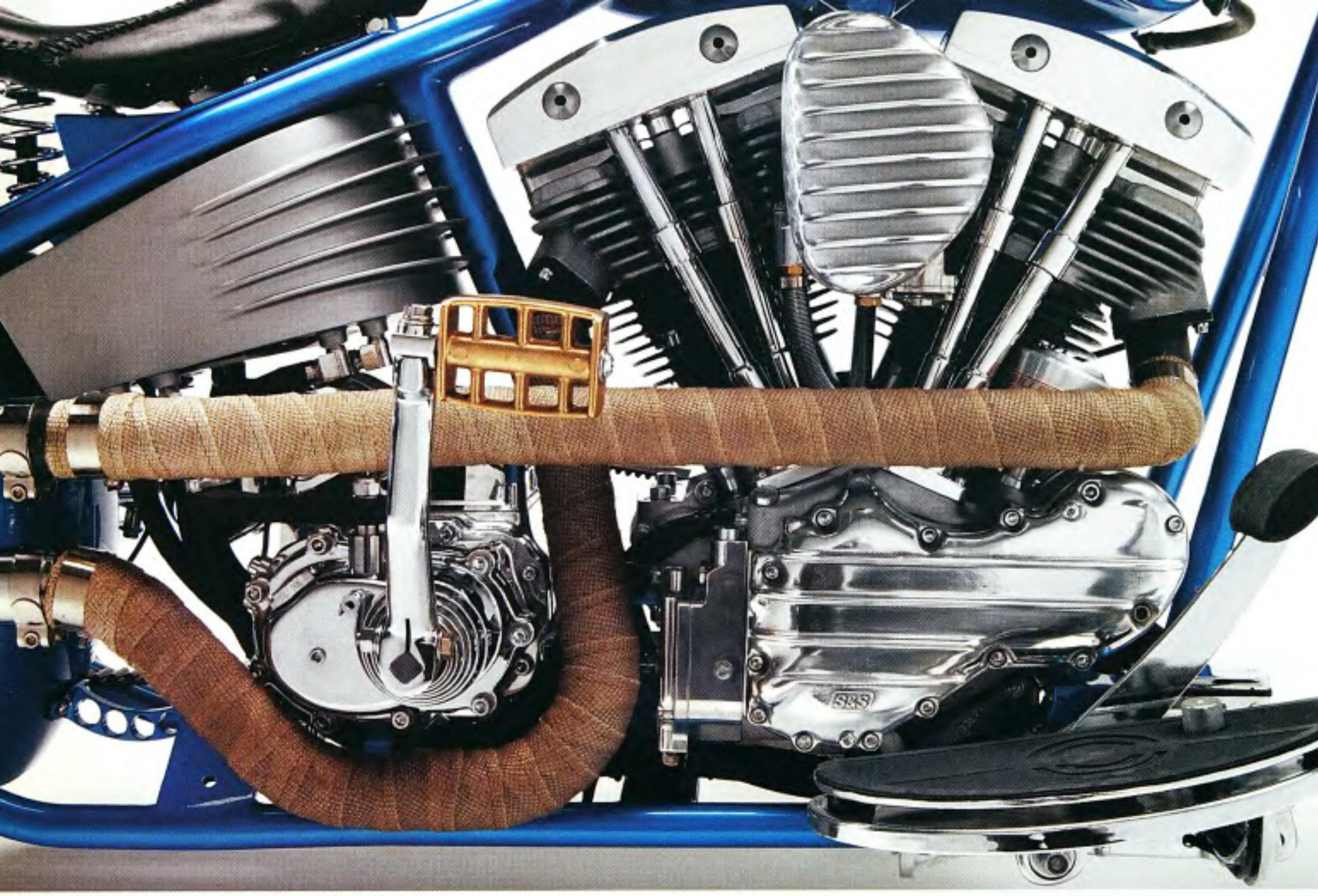
Everything here is pretty much

straight out of the FatBook, meaning this bike is completely repeatable. There's some new stuff thrown in the mix, too, like those Rinehart slip-on mufflers. They're brand new to Drag. So is that header wrap, nicely used on the Klock Werks custom head pipes. But the frame, engine, trans, wheels, tires and every last nut and bolt is standard FatBook fare, even the tank, fender and footboards. Brian did go off the page here and there, though. Hey, it's a custom and you can't do everything by the book. Brian modified the oil tank, for instance, adding that stack of good-looking fins. The matching air filter is actually an old hot rod part, a filter from a vintage three-carb setup. Brian made a new headlight mount for the Paughco springer and an adapter to set a 4-inch VDO electronic speedometer into the dash. "And we were dead set on no front brakes and no cables," he says. "We wanted this thing as clean as possible."

Asked what he thinks might be the cleanest, coolest part of all, Brian stated: "Probably that oil tank and air filter. That's where the real design for this bike took off. That's when we knew we were building a hot rod with attitude. That led to those Flanders handlebars getting kicked forward for a jaunty look and why, when you look at this bike from the side, everything's in line. The top of the headlight is even with the gas tank, the kick at the rear of the seat stays in line with the curve of the fender. We're pretty proud of all that."

So's Fred Fox. Proud enough to put it all on the cover of the Drag Specialties FatBook. With the help of Brian Klock, Fred Fox made his point. There are some interesting parts out there and when picked and assembled correctly a brand-new custom doesn't have to be a cookie-cutter clone.

—Joe Kress



Owner: Drag Specialties
City: Janesville, Wisconsin

GENERAL

Designer: Brian Klock / Tom Motzko
Fabrication: Klock Werks
Year/make: 2006 FatBook Special
Model: stripped-down bobber
Assembly: Klock Werks
Time: four weeks
Chroming: J&D Plating

ENGINE

Year: 2005 shovelhead
Rebuilder: S&S
Displacement: 93 cubic inches
Cam: S&S
Ignition: Accel
Carb: S&S
Air filter: Klock Werks
Pipes: Klock Werks w/Rinehart slip-ons

TRANSMISSION

Year/make: 2005 Baker
Shifting: 6-speed

PAINTING

Painter: James Mayer, Klock Werks
Color: True Blue / Birch White / Desert Platinum
Type: PPG

FRAME

Year/make: 2005 Rolling Thunder
Type: rigid 200
Rake: 30 degrees

Stretch: none
Shocks: none

ACCESSORIES

Handlebar: Flanders Z-bars
Handlebar controls: Stinger twist clutch and throttle
Fenders: Russ Wernimont
Headlight: Drag Specialties / Arlen Ness
Taillight: Klock Werks
Speedo: VDO
Pegs: Drag Specialties' Moon floorboards
Foot controls: Drag Specialties
Gas tank: Drag Specialties
Oil tank: Drag Specialties / Klock Werks
Seat: LePera / Candy Cross
Mirrors: none
Grips: Performance Machine

FRONT END

Type: springer
Builder: Paughco

WHEELS

Make: Drag Specialties, powdercoated
Size: 21-inch front, 18-inch rear
Tires: Metzeler, 180 Rear
Brakes: GMA
Photos: Edge Advertising

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19 x 2.15
18 x 3.5 4.25 5.5 8.5 10.5
17 x 12 Coming Soon !!
16 x 3.5 6
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DNA

Happenings

ALABAMA
ICVMC II Corps 4th Annual Chili Cookoff
Date: Feb. 25
Place: Montgomery
Info: www.alcoc.com

ARIZONA
Motorcycle Swap Meet.
Date: Jan. 29
Place: Grand Inn Hotel, Peoria
Info: 602 434-9581

23nd Annual Florence Prison Run
Date: Feb. 6
Place: Yolanda's, Florence
Info: HAMCMesa.com

CALIFORNIA
Grand National Roadster Show
Date: Jan. 20-22
Place: Pomona Fairplex
Info: 877-236-0632
www.hotrodshows.com

Autorama
Date: Feb. 10-12
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.hotrodshows.com

Cycle Show & Swap Meet
Date: Feb. 19
Place: Sonoma County Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

29th Annual M/C Swap Meet
Date: Mar. 12
Place: Ventura Fairgrounds.
Info: 805-650-6777
www.cycleshop.com

COLORADO
Colorado M/C Show & Swap
Date: Jan. 28-29
Place: Nat'l Western Complex, Denver
Info: 719-269-1721
comotorcycle showandswap.com

34th Annual Tri-State Swap Meet
Date: Feb. 4-5
Place: Nat. Western Stock Show Complex. Denver
Info: www.tristate swapmeet.com

16th Super Show & Swap
Date: Feb. 18-19
Place: Phil Long Expo Center Colorado Springs
Info: 719-487-8005
pro-promotions.com

14th Annual Colorado Tattoo Competition
Date: Feb. 19
Place: Phil Long Expo Center, Colorado Springs
Info: 719-487-8005
www.propromotions.com

FLORIDA
Automania
Date: Jan. 29
Place: Ocala Regional Sportsplex
Info: 352-854-5692
www.automania carshows.com

Webster Cycle Swap Meet
Date: Feb. 5
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Daytona Bike Week
Date: Mar. 3-12
Place: Daytona.
Info: www.officialbike week.com

Orlando Bike Week
Mar. 3-12
Place: Orlando
Info: 877-740-3770
www.orlandoharley.com

DeLand Bike Rally
Date: Mar. 4
Place: DeLand
Info: 386-738-0649
www.delandbikerally.com

Webster Cycle Swap Meet
Date: Mar. 5
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

GEORGIA
Swap Meet & Bike Show
Date: Jan. 22
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Great American Motorcycle Show
Date: Feb. 10-12
Place: North Atlanta Trade Center, Norcross
Info: 770-279-9899
www.northatlanta tradecenter.com

14th Annual M/C Show
Date: Feb. 16-19
Place: Galleria Mall, Centerville
Info: 478-318-9783
www.maconhog.com

Swap Meet & Bike Show
Date: Feb. 26
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

ILLINOIS
22nd Annual Supercycle Show & Parts Expo
Date: Feb. 4-5
Place: McCormick Place North, Chicago
Info: 262-835-9509
supercycleshow.com

Motorcycle Show
Date: Feb. 10-12
Place: Donald E. Stevens Convention Center
Info: 800-331-5706
motorcycleshows.com

Swap Meet & M/C Show
Date: Feb. 19
Place: Prairie Capital Convention Center, Springfield
Info: 800-87-ABATE
www.abate-il.org

INDIANA
Indiana Motorcycle Expo
Date: Feb. 23-26
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
indianamotorcycleexpo.com

IOWA
37th Rod & Custom Show
Date: Feb. 25
Place: Monticello Berndes Center
Info: 319-465-5119; 319-465-5380
www.rodandcustom carshow.com

KENTUCKY
Freedom Fighters Forum
Date: Jan. 20-21
Place: Owensboro
Info: 800-68-CYCLE
www.kmakba.com

Easyriders Bike Show
Date: Jan. 21
Place: Convention Center, Louisville
Info: 800-962-9857
easyridersevents.com

MARYLAND
Mid-Atlantic MC Show
Date: Feb. 10-12
Place: Fairgrounds, Timonium
Info: 410-561-7323
www.cycleshow.net

ABATE Winter Bash
Date: Feb. 11
Place: Washington County
Info: www.abate-of-maryland.org

Sadie Hawkins Dance
Date: Feb. 25
Place: Carroll County Chapter ABATE
Info: www.abate-of-mary land.org

MASSACHUSETTS
4th Annual Valentine's Day Party
Date: Feb. 4
Place: MMA District III
Info: massmotorcycle.org

NE Motorcycle Expo
Date: Feb. 3-5
Place: World Trade Center, Boston
Info: 877-245-3976
nemotorcycleexpo.com

MICHIGAN
Custom Motorcycle Show
Date: Jan. 20-22
Place: Birch Run Expo Center
Info: 800-316-9928
www.michiganshows.com

Motorcycle Swap Meet
Date: Jan. 29
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 26
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Giant M/C Swap Meet
Date: Mar. 12
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

MINNESOTA
Motorcycle Show
Date: Feb. 3-5
Place: Minneapolis Convention Center
Info: 800-331-5706
motorcycleshows.com

MISSOURI
M/C Swap Meet
Date: Feb. 12
Place: Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswapmeet.com

NEW HAMPSHIRE
NE Motorcycle Expo
Date: Jan. 28-29
Place: Rockingham Park, Salem
Info: 877-245-3976

NEW JERSEY
Motorcycle Spectacular
Date: Jan. 21-22
Place: Garden State Expo, Somerset
Info: 386-252-3101
www.cycleprousa.com

NE Motorcycle Expo
Date: Feb. 11-12
Place: Garden State Expo, Somerset
Info: 877-245-3976
nemotorcycleexpo.com

NEW YORK
Am-Jam Tattoo Expo
Date: Jan. 20-22
Place: Holiday Inn, Syracuse
Info: 518-893-2273
www.am-jam.com

88th Annual Crotona Midnight Run
Date: Feb. 11
Place: Nathan's Kohl Parking Lot, Yonkers
Info: www.ramapomc.org

NORTH CAROLINA
Easyriders Bike Show
Date: Feb. 11-12
Place: Memphis
Info: 800-962-9857
www.easyridersevents.com

1st Annual Tattoo & Chopper Fest
Date: Feb. 25
Crown Expo Center, Fayetteville
Info: 910-904-1191
www.yourtownevents.com

OHIO
Easyriders Bike Show
Date: Feb. 17-19
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
www.easyridersevents.com

OKLAHOMA
M/C Swap Meet
Date: Feb. 26
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON
Rod and Custom Show
Date: Feb. 17-19
Place: Portland Expo Center
Info: 877-236-0632
www.hotrodshows.com

TENNESSEE
Easyriders Bike Show
Date: Feb. 4
Place: Memphis
Info: 800-962-9857
www.easyridersevents.com

TEXAS
St. Valentine's Day Massacre
Date: Feb. 17-19
Kendall County Fairgrounds, Boerne
Info: 210-822-5653
www.massacrerally.com

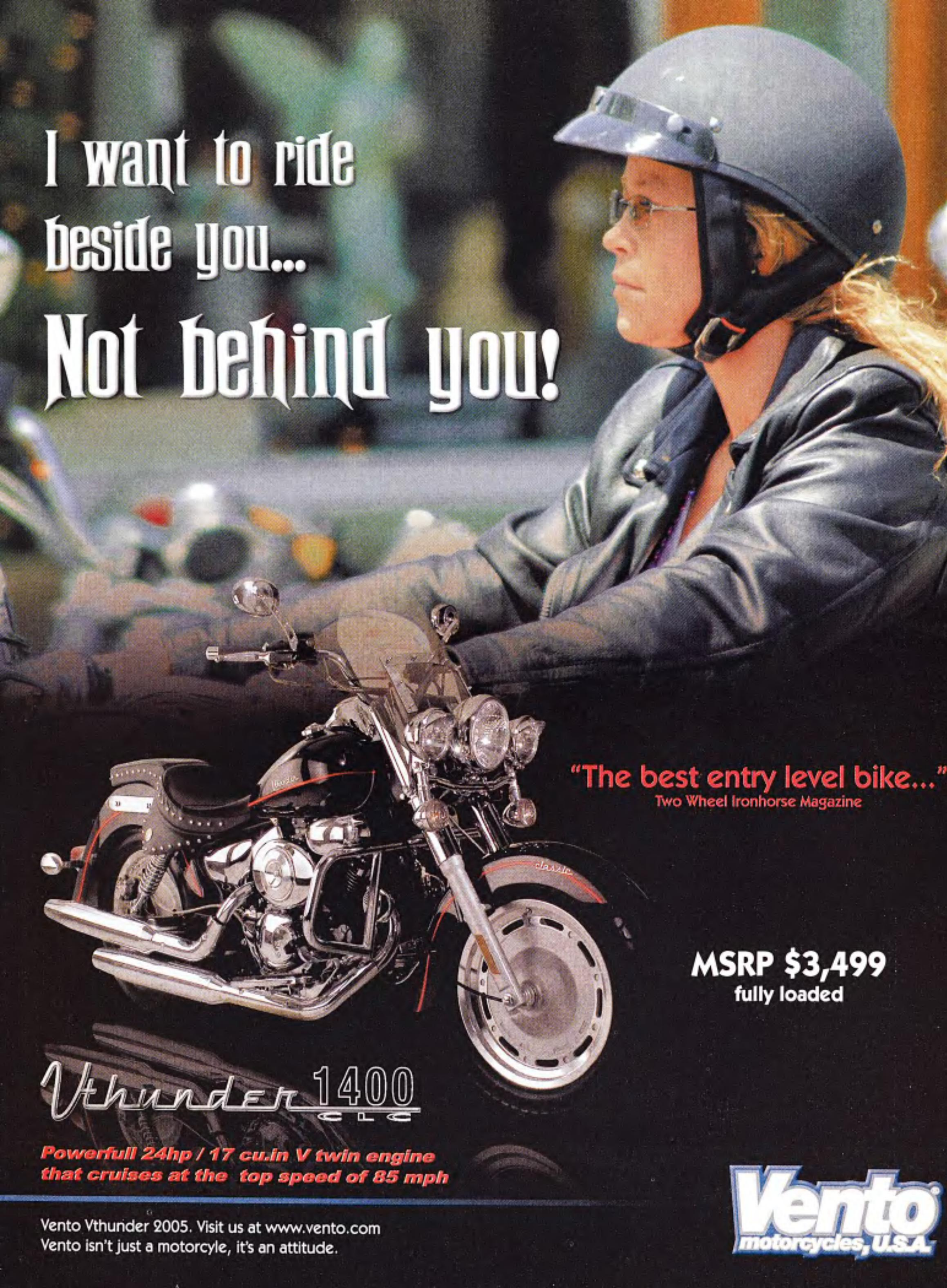
VIRGINIA
Mid-Atlantic MC Spectacular
Date: Feb. 4-5
Place: Dulles Expo Center, Chantilly
Info: 386-252-3101
www.cycleprousa.com

Northeast MC Expo
Date: Feb. 18-19
Place: Fredericksburg Expo Center
Info: 877-245-3976
nemotorcycleexpo.com

WASHINGTON
Roadster Show
Date: Mar. 3-5
Place: Qwest Field Event Center, Seattle
Info: 877-236-0632
www.hotrodshows.com

As always, be sure to check out your local runs and events through your State's MRO's. Besides having a good time, your money will go to a great cause...protecting your motorcycling freedom!

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com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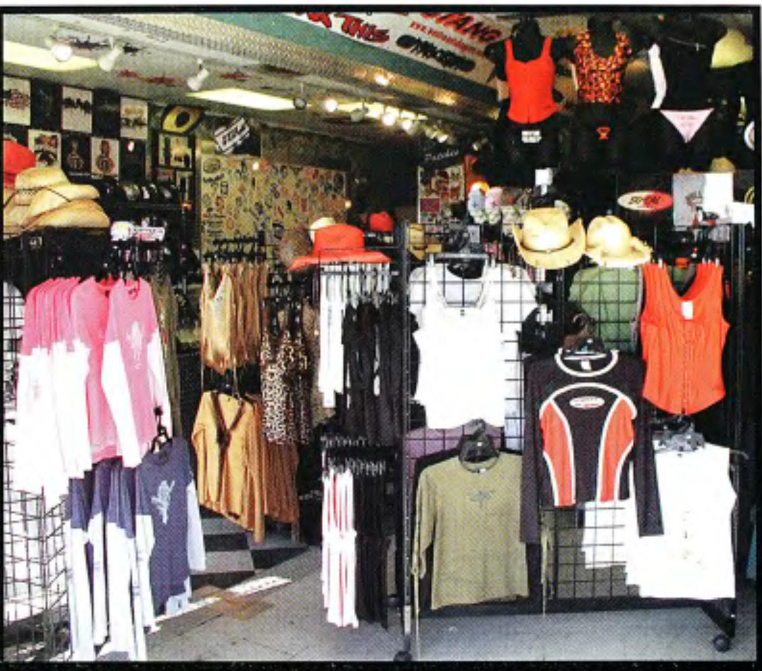

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ALABAMA
Classic Leather & Lace
Birmingham, AL
(205) 991-2615

CALIFORNIA
West Coast Motorwear
Oceanside, CA
(760) 757-1589

Penngrove Motorcycle Co.
Pengrove, CA
(707) 665-0136

COLORADO
Perkins Motor Company Inc.
Colorado Spgs, CO
(800) 776-6727

FLORIDA
California Cycles
Panama City, FL
(850) 233-1391

GEORGIA
Big Dog of Atlanta
McDonough, GA
(770) 914-6076

IDAHO
The Roadhouse
Post Falls, ID
(208) 457-1150

IOWA
J&P Cycles
Anamosa, IA
(319) 462-4817

KANSAS
Combs Custom Cycles
Lawrence, KS
(785) 749-1562

MARYLAND
Mojo Industries
Ocean City, MD
(410) 289-3050

MASSACHUSETTS
Rendezvous Leathers
Uxbridge, MA
(508) 278-2566

MICHIGAN
Rocky's Great Outdoors
Burton, MI
(810) 742-5420

MINNESOTA
Dennis Kirk
Rush City, MN
(320) 358-4791

MISSOURI
Cruisin' 66
Springfield, MO
(417) 891-9998

NEVADA
Exotic Cars at Ceasars Palace
Las Vegas, NV
(702) 735-7700

NORTH CAROLINA
Rezdog Cycles
Cherokee, NC
(828) 497-4723

Liberty Motorcycles
Spruce Pine, NC
(828) 765-3451

OHIO
Big Dog of Columbus
Columbus, OH
(614) 224-9400

SOUTH CAROLINA
Cycle Connection
Little River, SC
(843) 361-7480

TEXAS
Jim's Cycle Shop
Axtell, TX
(254) 863-5460

Bigg Hogg Clothing Co.
Corpus Christi, TX
(361) 904-0020

Strokers Dallas
Dallas, TX
(214) 357-0707

Bikerz Pit Stop
Gainesville, TX
(940) 612-1877

VIRGINIA
Z Man Custom Cycles & Parts
Dublin, VA
(540) 674-8171

WEST VIRGINIA
Gemstone Customs
137 5th Avenue
Huntington, WV
(304) 523-0700

West Virginia Biker Barn
Summersville, WV
(304) 872-1947

CANADA
Annapolis Leather & Lace
Annapolis County,
Nova Scotia
(902) 532-2900

ENGLAND
Cruiser Motorcycle Clothing Co.
Southbourne, Bournemouth
1202-425-825

Easynews

If it's of interest to bikers, we'll print it.

Sweeps Winners

EASYRIDERS SWEEPSTAKES WINNERS!

We are proud to announce the winners of our 2005 *Easyriders* Sweepstakes. Our Grand Prize winner is Barbara Hawken of Eldon, Missouri. Barbara had the chance to pick out a Harley-Davidson as her Grand Prize and chose his and hers matching Sportsters.

Brint C. Hall, from Shreveport, Louisiana is our 1st Prize winner and was awarded a TP Engineering Pro Series engine. Five 2nd Prize winners each received a $1,000 gift certificate from J&P Cycles. Congratulations to Ellis Vestal of Surf City, North Carolina; Jeremy D. Brown of Enid, Oklahoma; Rodney Knizat of Leetonia, Ohio; Brett Anderson of Forman, North Dakota; and, finally, Susan Aurand from Prineville, Oregon.

Leroy Schaefer from Caldwell, Texas, is our 3rd Prize winner, taking home the Custom Cycle Control System for his bike. The amazing thing is, none of these folks thought they would win... but they did and you can too! Watch for our 2006 Sweepstakes ad in next month's issue of *Easyriders* and enter to win. Like Barbara Hawken, you could take home a new Harley-Davidson!

—Phantom

Industry Buzz

The 21st MOTM

Hosted by ABATE of Arkansas, more than 325 people attended the MRFs 21st MOTM in Little Rock. But many attendees flying en route (because of Hurricane Rita) were left stranded in Houston, no thanks to Continental Airlines. Unfortunately, many of you (including our very own *V-Twin TV* crew) found out the hard way that flying with Continental is risky at best if you want to get where you're going. It seems that Continental's had a recent history of leaving their passengers stranded with no recourse. Of course Continental will dispute this, but their track record speaks for itself.

Photo: Twiggy

MRF President Karen Bolin presents the John Farmer's Eggers award to NH Senator "Radio" Bob Letourneau.

Moving on, I would first like to give my sincere thanks to the generous members of ABATE of Arkansas who made everyone feel so much at home. Not only were these people a "class act" and were absolutely awesome, they also had everything so well organized and we look forward to returning to Little Rock again.

The workshops were, as always, top-notch in content and provided much information especially to the many first-time attendees. As I've said in the past, it's impossible for me to attend all of the workshops at the same time. But one workshop that really impressed me was ABATE of Ohio's Steve Zimmer, titled "The Social Burden." Steve didn't miss a beat on this sore subject. Motorcyclists have known for years how the medical, law enforcement, news media, self-serving politicians and bureaucrats and federal government safety agencies have bent over backwards purposely distorting the facts to deceive a very gullible public who accepts their crap as the gospel truth.

The awards banquet was the ultimate highlight of the convention. When MRF President Karen Bolin announced the recipient of the prestigious John "Farmer's" Eggers award, the crowd gave a standing ovation. It was none other than New Hampshire State Senator "Radio" Bob Letourneau, Chairman of the State Senate Transportation Committee. He was in total shock, speechless and even a little misty eyed. Once again, congratulations to "Radio" Bob. To motorcyclists, you will always be known as "Radio" Bob, and that's with utmost respect for all you have done.

The next MOTM will be held on September 21st through September 24th, 2006, in Indianapolis, Indiana. We'll see you there. *—Twiggy*

Discovery Orders More!

THE *BIKER BUILD-OFF* TV SERIES IS BACK!

Rumors run rampant in the motorcycle industry, so when I heard that The Discovery Channel had recently ordered 13 more episodes of the *Biker Build-Off* TV series, I was skeptical and called none other than the series' executive producer, Mr. Hugh King. He verified that it is indeed true, which means more hour-long episodes pitting two talented bike builders against each other for two-wheeled supremacy.

Who will these lucky new bike builders be? Stay tuned right here to *Easyriders* to find out. Original Productions will begin taping new episodes airing in February on the the Discovery Channel. Watch your local listings for dates and times. *—Dave Nichols*

Coast To Coast

Biker News

NEW FLORIDA STATS REVEAL HELMET DANGERS: Not only do recently released injury and fatality statistics for 2004 in the state of Florida dispel predictions of a blood bath following repeal of their helmet law, but reveal that bikers wearing helmets were more likely to sustain an injury or suffer a fatality than their non-helmeted counterparts.

According to the recently released, Florida Department of Highway Safety and Motor Vehicles annual "Traffic Crash Statistics Report for 2004," of the 388 motorcycle riders killed in crashes on Florida roads last year, over 51% were wearing helmets. The crash facts also demonstrate that riders wearing helmets were more likely to sustain injuries than non-helmeted riders.

In each of the statistical focus topics presented in the study, the percentage numbers were very close between helmeted and non-helmeted riders, except for non-injury crashes. The study stated that non-helmeted riders were 20% more likely to walk away from a crash without injuries than riders who were wearing helmets.

The huge increase in death and injury to non-helmeted motorcycle riders, predicted by NHTSA in a report released this summer, has not been substantiated and, in fact, was disproved.

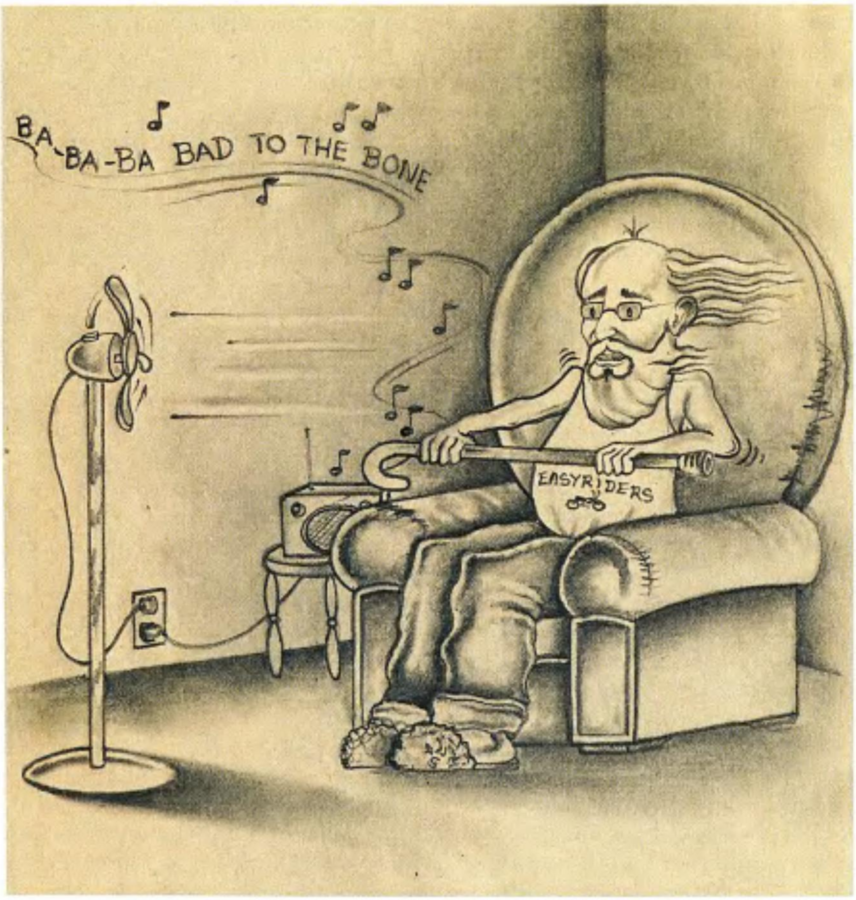
"The numbers are going to disappoint the proponents of helmet laws while simultaneously confirming the facts presented to the public by ABATE of Florida, Inc.," stated James "Doc" Reichenbach, president of ABATE of Florida, Inc., whose group lobbied strongly for motorcycle helmet reform in 2000.

Reichenbach, who also serves as Chairman of the Board for NCOM, added that, "The numbers from the crash report for 2004 may favor our point of view, but even one death is too many."

HELMET LAW HURTS ITALIAN SCOOTER MAKER: Aprilia, the Italian motorcycle conglomerate that also owns Moto Guzzi and Laverda, has been hurt financially in recent years by a combination of factors and is negotiating with several banks to try to avoid defaulting on its debt, according to Italian news media sources.

One contributing factor is that scooter sales in Italy, the company's primary market, have fallen off since 2001 when a new law passed requiring scooter riders to wear helmets.

Aprilia sold fewer than 2,000 motorcycles in the U.S. in 2003, accounting for less than 0.25% of the U.S. motorcycle market. European sales are far more critical to the company's financial health than its relatively small U.S. operation.



MANDATORY RE-TRAINING FOR ALL RIDERS? In an address to the Fifth International Motorcycle Conference, the president of the MSF, Tim Buche. called for a "safety renewal" program, which essentially would involve ongoing rider training for all motorcycle riders.

During his presentation to the Conference, held in Munich, Germany, in conjunction with the Intermot Show, Buche addressed the fact that most research has shown little benefit from the current U.S. rider-training formula, which essentially calls for a single, basic training course.

Although such training, which is mandatory in some states for younger riders, appears to have an initial benefit lasting perhaps six months for new riders, it doesn't have any measurable benefits in longer terms. It may also have something to do with the fact that the MSF wants only *their* rider training program as the approved program in many states, including California.

SOME USEFUL MOTORCYCLE STATISTICS: Of the over 6.5 million motorcycles registered in the U.S., 282,389 were used for primary transportation. Of the 129 million U.S. commuters, 147,703 rode motorcycles to work regularly. More than 20 million Americans surveyed in 2003 said they had ridden within the previous year. (Off-road riding accounted for 1/3 of that figure.)

• 3 to 5 motorcycles fit in one automobile parking space.

• Motorcycles get 50.1 mpg on average, passenger cars 22.3 mpg, light trucks/SUVs 17.7 mpg.

Sources: Ridetowork.com, Motorcycle Industry Council

CHINA LEADING THE WAY IN MOTORCYCLE SALES: When most Americans think of motorcycle imports, they think of the Japanese brands Honda, Yamaha, Suzuki and Kawasaki—the "Big Four." But in fact, according to *Business Wire*, China has dominated the world's production of motorcycles since 1994, churning out 14 million motorcycles in 2003. Exports surged from more than 3.4 million units (U.S. $650 million) in 2002 to almost 9 million motorcycles (U.S. $1.45 billion) last year—a phenomenal increase of 123% in value, while representing 48% of the global output. This is astounding growth even for an industry that has shown consistent strength.

Chinese motorcycles and associated products are now exported to some 200 countries, many of them in developing regions of Southeast Asia, South Asia and Africa, and developed countries in the Middle East. Sales to the favored U.S. and European markets are also increasing.

MOTORCYCLES DAMAGE HEARING: When the band Steppenwolf sang of heavy metal thunder in "Born to be Wild," their classic ode to the free-wheeling biker lifestyle, they equated rocking out to the new electric music of their time with the ear-pounding experience of riding a motorcycle. The notion that loud music can damage hearing is common knowledge, but the noise produced by motorcycles can pose similar risk to riders, according to University of Florida hearing experts.

In an informal survey of 33 motorcycles, UF audiologists at the College of Public Health and Health Professions have found nearly half produced sounds above 100 decibels when throttled up —equivalent in intensity to a loud rock concert or a chainsaw.

The National Institute for Occupational Safety and Health cautions that exposure to noise at 100 decibels is safe for only 15 minutes. Permanent hearing loss can occur with prolonged exposure to any noise measuring 85 decibels or above.

Although noise-induced hearing loss is permanent, it is preventable. Motorcycle helmets don't provide any significant protection against noise, but inexpensive foam earplugs, can reduce sound levels by 20 decibels to 25 decibels. Although some states prohibit wearing them while riding.

Riders should pay attention to the warning signs of noise-induced hearing loss: a ringing sound in the ears immediately after exposure and hearing voices and other sounds as muffled.

WEIRD NEWS: Helmet Saves Rider From Lightning Strike.

A Texas man is recovering from an accident in Colorado after being hit in the head by lightening. A gold chain and crucifix melted around his neck and burned a rope pattern in his skin when a lightning bolt struck Jason Crawford in the head while he and his brother were riding dirt bikes in Gunnison County, Colorado.

The bolt melted part of his helmet, fractured his skull and left burn scars on his chest and left arm. Doctors told him if he hadn't had his helmet on, he would have died. Even with the helmet, it took 30 stitches to close a wound in his head caused by the freak lighting strike.

Jason Crawford, 31, and his brother John, 36, from Houston, Texas, were out riding dirt bikes when it started sprinkling and the bolt came out of the blue without warning. John told the *Grand Junction Sentinel* that the lightning strike caused Jason to do a back flip off his bike and twist in the air before he landed on the ground, unable to move.

Luckily, his heart hadn't stopped beating and Jason finally managed to talk. His first words after the accident were, "Don't let me die."

He was airlifted to a hospital where he was treated and released a few days later. Doctors still don't know the extent of the damage, due to scar tissue and unhealed injuries. He still can't hear in one ear.

"What are the chances of being struck by lightning on a moving bike," John told the *Sentinel*. "You can't prepare for that."

—Bill Bish, NCOM

Events

MRFs Best Of The West

Hosted by ABATE of Arizona, the MMA of Arizona and the Arizona Confederation of Motorcycle Clubs, the MRF's Best of the West will be held June 16-18, 2006 in Prescott, Arizona. The event takes place at the Prescott Resort, 1500 Hwy 69, Prescott, Arizona. Call (800) 967-4637 for room reservations. Room rate: $85.00 (single/double). Amenities include in-room coffee and refrigerator and there's also a swimming pool on site.

For those of you flying into and out of Phoenix Sky Harbor International Airport, ground transportation to the Prescott Resort is provided by Shuttle-U Shuttle Service. For reservations call (800) 304-6114 or www.shuttleu.com. Shuttle-U leaves Sky Harbor ever hour on the half hour and the rate (mention the MRF discount) is only $40.00 per round trip, but allow yourself 3 hours travel time to and from Sky Harbor. In other words, adjust your flight schedule. You should also consider flying into Flagstaff and renting a car...it's a little closer. With these outrageous gas prices it's a bargain to say the least. For additional info contact downs@mrf.org. We'll see you there.

—Twiggy

Indian Larry Tribute

RESPECTING THE MAN

Like so many, I was only able to admire Indian Larry through my TV screen. What an incredible human being, fine artist and character he was. The fact that he endured prison, conquered addiction, faced the hardships and adversities of this world and reached the level of excellence that he did, filled me with respect and love for him. My heart went out to those closest to him for the loss of such a strong, bright spirit from their lives. Larry had a lot of knowledge and wisdom and I paid attention to what he said on every show I saw. His advice was to live in the moment, continue to do what you love and the money will eventually follow.

I've been practicing drawing for 20 years now, and wanted to respect Larry by helping Bambi, his wife. I spent 2 1/2 months doing a pen and ink rendition of Larry's Daddy-O bike. The original piece of art will be sold to the highest offer. We're also offering 14 x 17 inches open edition, quality prints for only $50.00 plus $5.00 S&H, so that everyone can afford to get one. We're also offering black and white T-shirts with that bike image for $20.00 plus $2.50 S&H, with 50% of all proceeds generated from this project going to Bambi.

CONTINUED ON PAGE 31

"CARPET BURN!! CARPET BURN!!!"

INDIAN LARRY TRIBUTE CONTINUED

Unfortunately, I'm serving a life sentence in prison so I can't be out there to help my family or go around promoting this cause. Through the help of Dave Nichols and Kim Peterson, I'm making a call to action for all motorcyclists to help a fallen brother's wife, as well as my wife and two kids, through your support in purchasing this image. This is the finest, most heartfelt piece of art I've produced in 20 years.

—Shawn Fox

To get your tribute print, contact Stacy Fox at fox6175@comcast.net. Or you can visit the Web site at: www.home.comcast.net/~fox6175, or call 503-363-2054.

Katrina Charity Bike

THE $500,000 MOTORCYCLE HAS ARRIVED

Glory has no price tag. Apparently neither does generosity. Or bragging rights. Jay Leno's Hurricane Katrina charity auction bike, launched on eBay, has passed the $500,000 mark. Bidding on this bike ended on September 28, 2005 for the tidy sum of $505,100 with 95% going to the disaster relief fund through the Red Cross.

For several weeks, guests on Jay's *Tonight Show* autographed the Harley including Gov. Arnold Schwarzenegger, Billy Crystal, Reese Witherspoon, Adam Sandler, Jennifer Garner, Chris Rock, Ellen DeGeneres, Denzel Washington, Ben Affleck, Cameron Diaz, Jodie Foster, Mel Gibson, William Shatner, Geena Davis, Samuel L. Jackson, Kurt Russell, Charlie Sheen, Joaquin Phoenix, Jessica Alba, Bill Cosby, Adrien Brody, Matt LeBlanc, James Caan, Heather Locklear, Clay Aiken, Aaron Neville, Nicole Richie, Shaggy, Bonnie Raitt, Tracy Chapman and Dr. Phil. Dr. Phil? Hey, Doc, what advice would you give the winner who forked over half a mil for the bike? We're just hoping he doesn't part out the Harley just to sell off the autographs. Maybe he'll go on tour with it.

—Paul Garson

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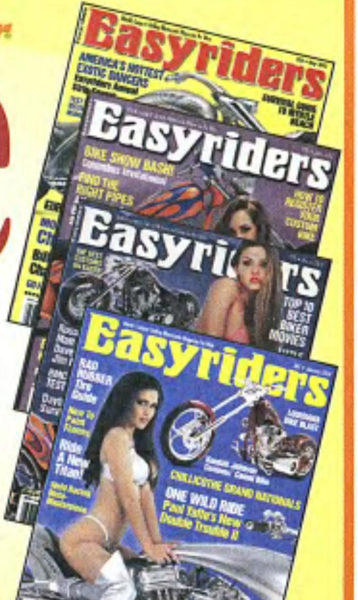

You got it—just make a purchase of $50 or more and ask for your FREE copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

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San Diego
858-614-4312

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TalkingTech

ROUGH AND READY S&S

I have an S&S 124 with the S&S Super G carburetor and IST ignition in my 2003 Electra Glide. It ran fine for the first 20,000 miles, but is starting to act up around town. I reset the idle mixture several times, but finally located an intake leak when I sprayed WD 40 around the manifold clamps. I replaced them, which fixed the leak, but the bike still runs rough and even backfires. Could the IST module be the problem?

Murphy
Lynnwood, Washington

Sure, or one of the sensors it receives data from could have failed. One of the cool things about IST is that you can access the trouble codes without sinking a fortune into diagnostic equipment. Flip the ignition switch to the "On" position while watching the engine-check light on your speedometer, but don't start the engine. The light should come on. If everything's hunky-dory in the ignition, the light will stay on for four seconds and then go out. If the IST has detected a problem but corrected it within the past 50 times you've turned the switch on and off, the light will come back on for eight seconds and go off. If there's an active problem, it will come back on and stay on. That's where the fun starts. With the ignition switch turned off, remove your right-hand saddlebag and side cover and then find the electrical connector about 1-inch wide with a rubber plug in it. That's the datalink connector. Holding the connector with the locking mechanism on top—and trust me, this will all make sense when you have the connector in your hand—pull out the rubber plug. You will see four itsy-bitsy pins inside. Confirm that you're holding the connector so the lock is on top and bridge the two right-side pins with a jumper wire. Alligator clips on the ends of a 6-inch wire will work just dandy. Then, flip the ignition switch on and watch the engine-check light. You will see two sets of flashes, separated by an interval of about 1 second. The number of flashes in each set indicates the digit for a trouble code. Say you see one flash, a pause and then two flashes. That tells you that the trouble code is 12, which indicates a problem with the MAP sensor. Code 14 indicates a problem with the engine temperature sensor. Code 16 means the battery voltage is too low or too high, and so on. You can get more information with a data reader. For starters, look for a break in the sensor wires' insulation that would let them short against the frame. If there's not one, you may have a problem in the module or the sensor itself—it's always possible for one of the connector pins to break. Code 12 is more straightforward, because MAP sensors are more failure-prone than temp sensors. With any luck, Code 12 will be your problem, you'll buy a replacement MAP sensor from your Harley dealer for $43.00 and life will be rosy again.

WISECO WICCA

My Evo has 88,000 miles and is starting to smoke. I was thinking of upgrading to Wiseco 10:1 pistons during the rebuild. Do you know any reason I shouldn't? I am a little worried about detonation, but we have plenty of good gas around here. How much horsepower will I gain?

L. Sanders
Reno, Nevada

10:1 should be no problem, but there's more to it than that. You didn't mention which pipe, carb, ignition and cam you have. The best thing about increasing compression is that it will let you use a more radical cam, which will greatly increase upper-midrange and high-rpm performance without sacrificing low-rpm power. Matching the cam and compression is also important because too mild a cam will increase the likelihood of spark knock and detonation. Most cam manufacturers offer cams for each of three basic performance levels: mild, for otherwise stock engines or those with basic bolt-on modifications; intermediate, for more in-depth modifications like porting and moderate displacement and compression increases; and balls-to-the-wall for all-out street and racing applications. Get an intermediate cam, be sure it is compatible with your valve springs, heads, and pistons, and add a performance carb, ignition, and exhaust if you haven't already. Both carb and ignition tuning must be dead-on in high-compression engines, so pay a professional to handle that unless you have the necessary skills. Many performance ignitions are compatible with the factory VOES, which is something of a failsafe. It retards the ignition timing under the conditions that are most likely to cause detonation. Experienced riders sometimes forego the VOES because, to them, it's just one more part to fail and let them down in a pinch. Horsepower? Your Evo should make high 70's with the Wisecos and the right cam, maybe a tad more.

TRUE BASKET CASE

I just bought a '46 knuckle in baskets. The engine was together, but I took it apart to see how it looked inside. Each head has a bolt sawed off in an old hole right beside another head bolt hole that has a different thread from the others. The engine looks real nice inside except for that and it looks recently rebuilt like the seller said. Do you know anything about the extra head bolt?

Larry Davis
Hollywood, Florida

Whoever rebuilt the engine used panhead cylinders. Back in the day, that was a common knucklehead trick for a couple of reasons. Good replacement knuckle cylinders were impossible to find and the pan cylinders were much stronger, anyway. Four of the five head bolts lined up just peachy in the hybrid top ends, but the fifth was slightly off. The hot ticket was to Loctite a knuckle head bolt in the fifth hole and then cut it off flush with the gasket surface. Using the top half of an old pan cylinder as a guide, the engine builder then drilled a new hole in the head to match the cylinder and tapped it. From that point forward, those heads would always require pan cylinders and head gaskets. Most builders use a panhead bolt in the fifth hole, because taps with the knuckle thread pitch were hard to find. In the good old days, Harley used several off-the-wall threads that were awfully hard to find hardware for. Here endth the history lesson. Hopefully, those days of wierd threads are gone forever..hardware-wise.

—Tom Johnson

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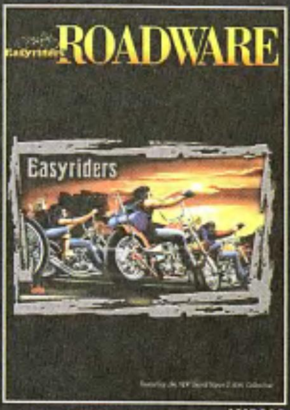

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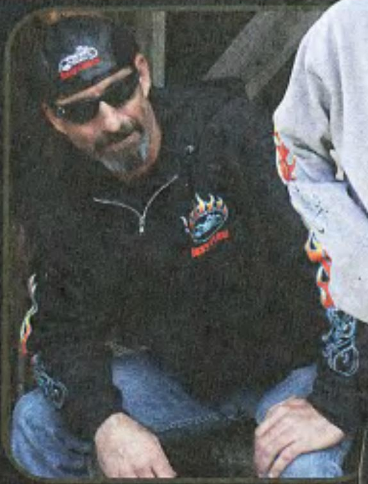

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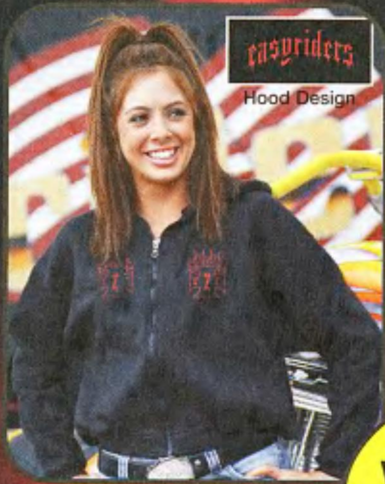

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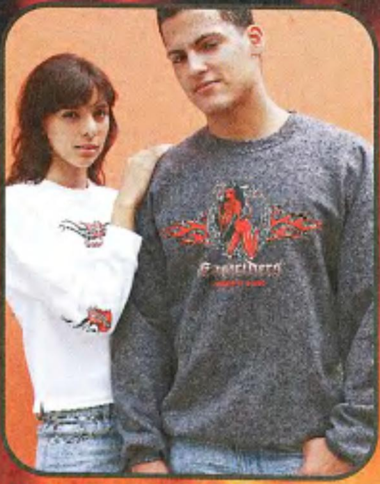

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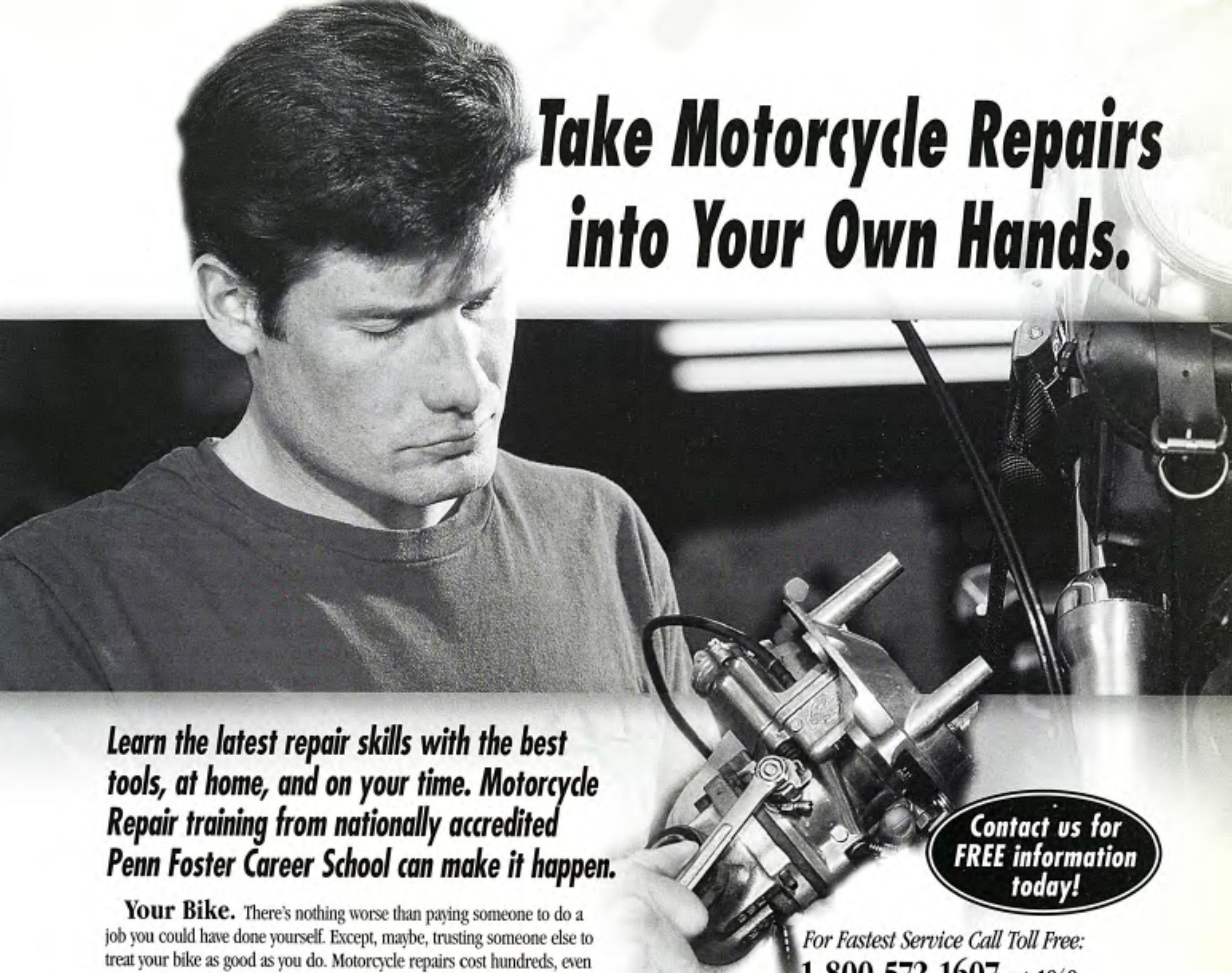
National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.



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* Growth figures represent a ten-year period ending 2012. Source: *National Industry-Occupation Employment Matrix*, a publication of the U.S. Bureau of Labor Statistics.

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☐ 15 Home Inspector
☐ 27 PC Repair
☐ 70 Small Business Owner
☐ 89 Small Engine Repair

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City/State ______________________ Zip ______
Phone ( ) ______________________
E-mail ______________________

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BIKETOBERFEST 2006

ONE MORE SHOT BEFORE I HIT THE FLOOR

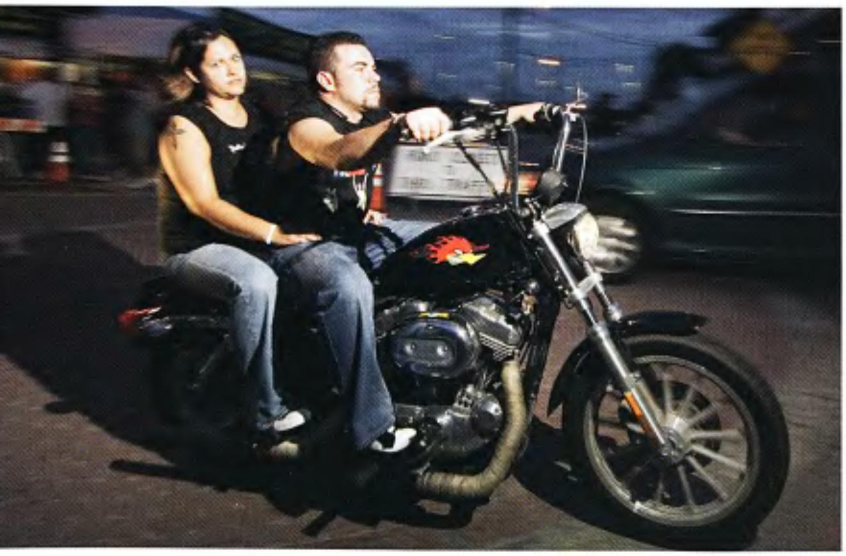
Man, biker folks sure love to party. Just give us an excuse and we're there, killer hurricane or no! Case in point, the city of Daytona Beach, Florida, decided to throw another big party for all us scooter tramps and it was a good'un despite the threat of a storm of biblical proportions. From Thursday, October 20th, till Sunday, the 23rd, the seaside community turned into one helluva biker party again, for what has become known as Biketoberfest.

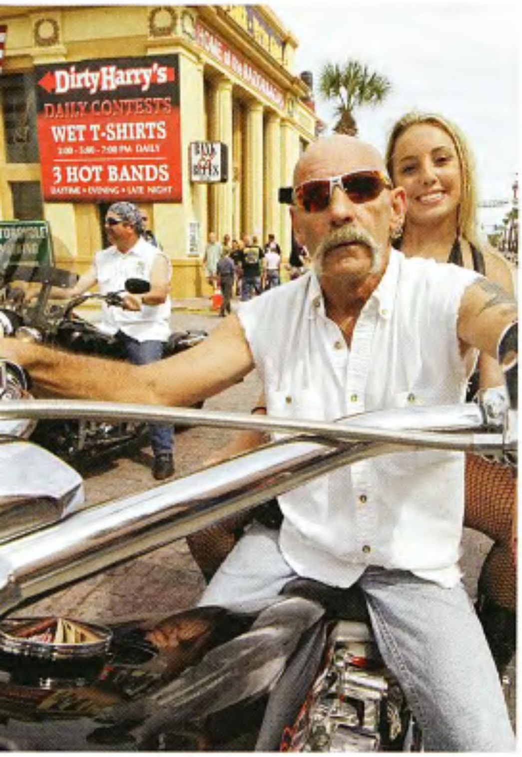
You may have noticed that the southeast corner of this country has had more than its fair share of hurricanes this year. In fact, 2005 had more hurricanes on record than any year since 1933 (when there were 21). So many, that the boys who name such things were runnin' out of names in alphabetical order.

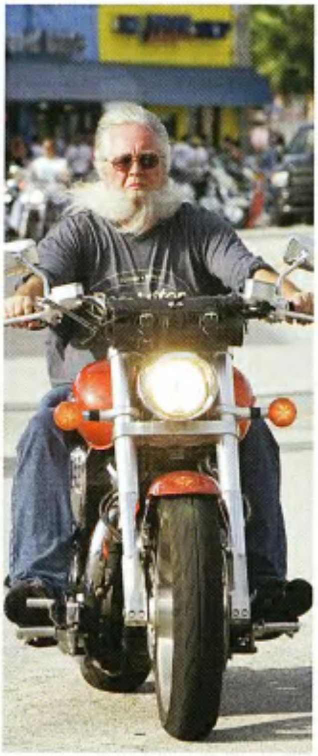
Main St
DirtyHarry's
DAILY CONTESTS
WET T-SHIRTS
2:00 - 5:00 - 7:00 PM DAILY
3 HOT BANDS
DAYTIME • EVENING • LATE NIGHT
BANK & BLUES
MOTORCYCLE PARKING
NO PARKING ANY TIME

As Biketoberfest was raging, so was a nasty, category five hurricane named Wilma. She made her way passed Cuba, cutting up Haiti and the Honduras with her 175 mph winds, then hit Cancun hard before heading towards southern Florida. Thank the gods of dirty thunder, Wilma didn't close in on Florida until after the Biketoberfest shenanigans. And threatening storm or no, bikers came to party at Biketoberfest, though not as many as in year's past. The approaching hurricane and high gas prices may have kept many riders away. Man, ya' think?

Besides the usual fun on Main Street and Beach Street, this year's run announced the opening of a sort of biker theme park just off of I-95 on US1 in Ormond Beach. Bruce Rossmeyer's much touted Destination Daytona was the place to party, especially if you dig live bands. Rock legend Foreigner performed on Friday night for just $10! ZZ Top was scheduled for Saturday night, but they cancelled all their Florida dates due to the hurricane. Pussies!



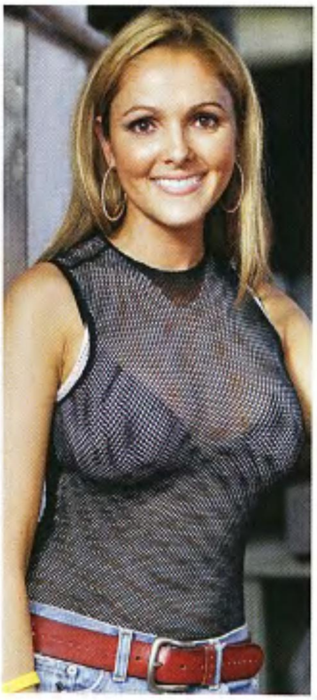

Dirty Harry's
DAILY CONTESTS
WET T-SHIRTS
3 HOT BANDS



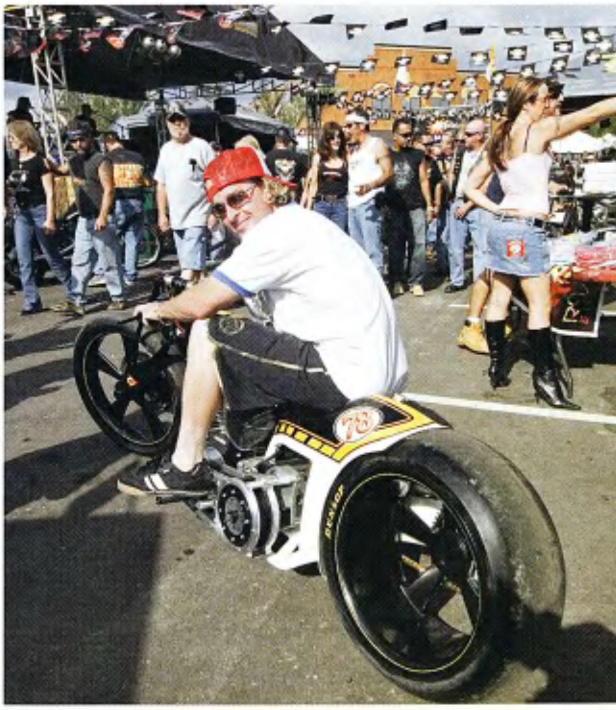
A BIKE WEEK

BIKE WEEK

Harley-Davidson



TOO

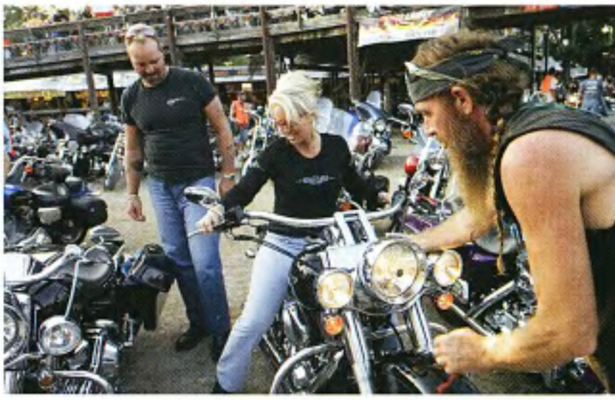


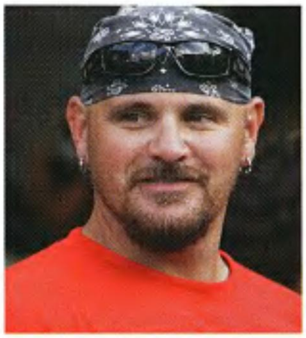
The Destination Daytona Harley dealership is an amazing 109,000 square feet, making it the absolute biggest Harley-Davidson dealership in the world with over 200 bikes on display. Meanwhile, outside, Jim Betlach had set up a vendor world of aftermarket companies all showing off their latest wares.

Phase I (50 of 150 acres) of Destination Daytona is almost complete with a two-story, 56 room hotel/condominium layout and foundations for several restaurants. I mean, there's over 20 acres of parking fer Christ's sake! Besides being party central for this year's Biketoberfest, Destination Daytona will be the host of *Easyriders'* 35th Anniversary Party in March during Bike Week. Make sure you make plans now to be there to be part of two-wheeled history.

This year, more and more riders seem to be moving out of Daytona Beach to hang their leather caps. High prices of Daytona hotels, police harassment and bad attitudes of locals have made many bikers move out away from the Main Street strip area. Sure, everybody has to do the "Main Street Shuffle" at least once and it's still fun to visit Carl's Speed Shop and Arlen Ness over on Beach Street, but the Beach Street area is getting ready to be turned into a mass of condominiums. The party is clearly moving out of town.

Heading east on US1 takes you to such famous and favorite haunts as the Broken Spoke, the Iron Horse Saloon, Smiley's Tap and the New Boot Hill Saloon. And, naturally, the farther you head out of ol' Daytona, the cheaper the hotel rooms are. There's just no doubt that Destination Daytona will be the hub for bikers come March.



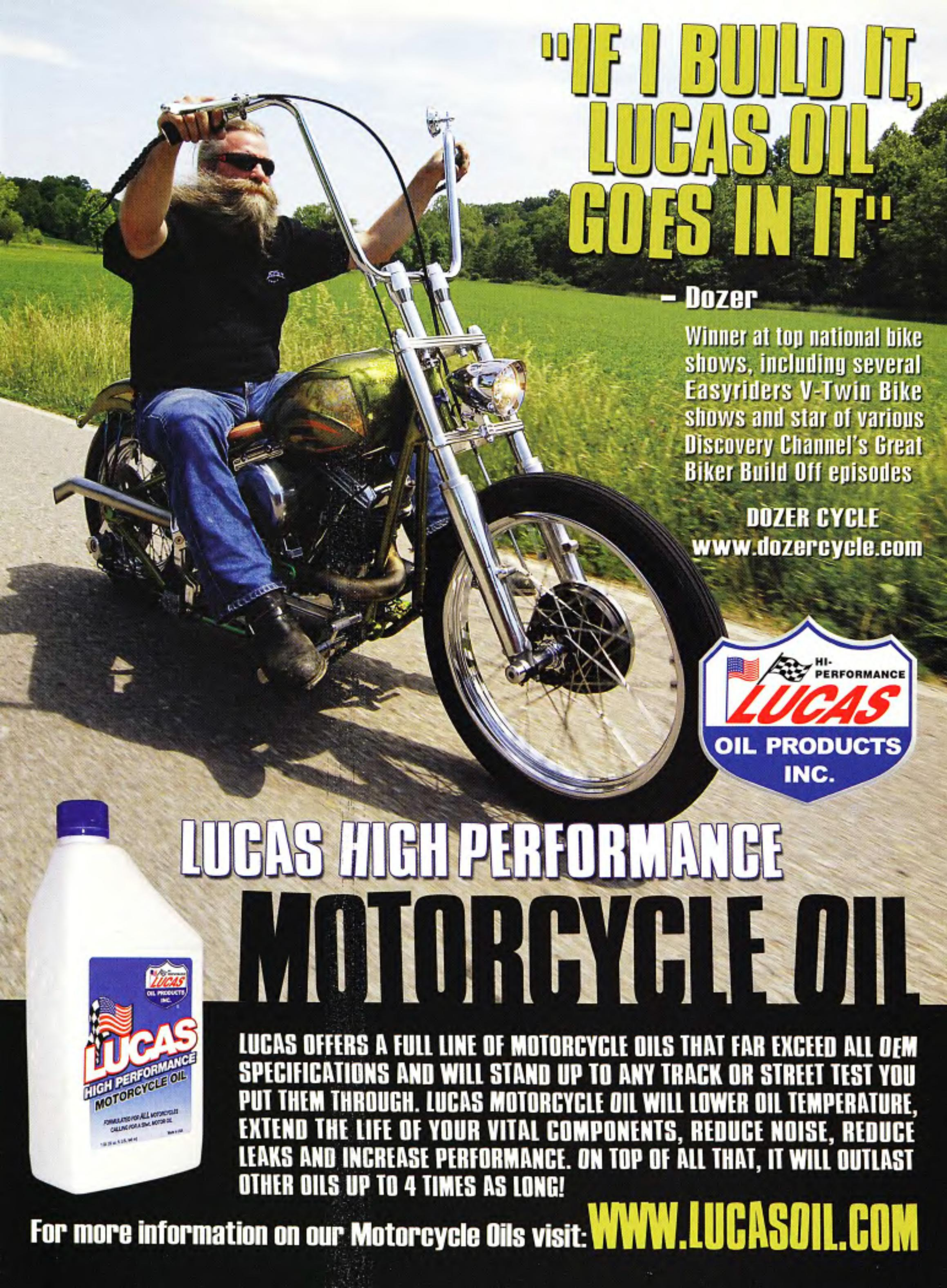


A highlight of Biketoberfest was the final stop of Billy Lane's Blood, Sweat, & Gears Tour out at Destination Daytona. For Biketoberfest, he teamed up with Paul Cox of Indian Larry Legacy, Aaron Greene of Paramount Custom Cycles, Mondo of Denver's Choppers, Kendall Johnson, and Jerry Covington to build a bike for a good cause before crowds of onlookers.

Fallen soldier PFC Brandon Sapp had a dream of riding his own custom chopper, but didn't live to see his dream come true. His father, John, tried to complete the bike in his son's memory, but asked for Billy's help. The Blood, Sweat, & Gears team got 'er done and then gave the finished scooter to Timothy McClellan, who served with Brandon and was his best friend. That's showin' class.

Meanwhile, the windy and rainy effects of Wilma came cruising in on Sunday and Monday to end this year's Biketoberfest in a wet washout. What the hell, we came, we partied, and avoided yet another catastrophe. *—Dave Nichols*

Photos: Michael Lichter


"IF I BUILD IT, LUCAS OIL GOES IN IT"
– Dozer
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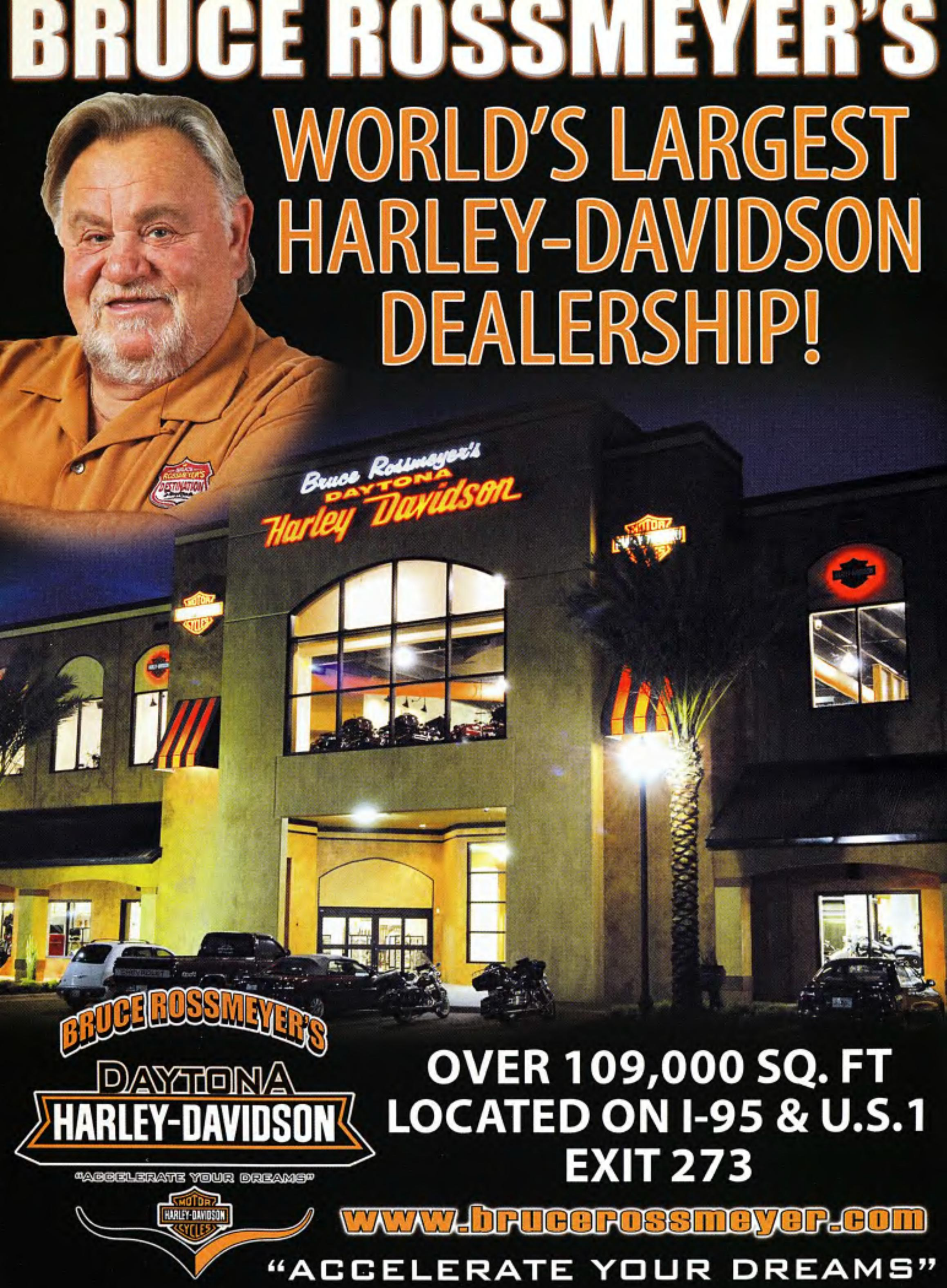
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V-Twin Motorcycles

BRUCE ROSSMEYER'S DESTINATION Daytona

In Frank Bahm's *The Tin Woodman of Oz*, the Tin Man started out as just a regular guy, until the Wicked Witch of the East bewitched his ax, causing it to chop off his limbs, one-by-one, to keep him from marrying his Munchkin sweetheart, Nimmie Amee. Each time he lost a limb, he replaced it with an artificial one made of tin, until finally he was constructed entirely of sheet metal. Unfortunately for him, the tinsmith didn't get around to making him a heart, so that's why he goes off to the Emerald City in search of the wizard. Somehow the grisly details behind his story didn't quite make it into the *Wizard of Oz* movie.

What this has to do with our sheet metal guide, we have no idea, its just a cool bit of trivia. All right, all right... if we must, here's the hook; it happens that the Tin Man's real name was Nick Chopper. So, in the interest of tying this muddle together—If you want some cool TIN for your CHOPPER, check out the listings below.

—Kit Maira

EASYRIDERS' SHEET METAL GUIDE

ALUMINUM PEANUT GAS TANK BY JAMMER

This 1.8-gallon peanut tank is made from aluminum and includes a locking gas cap. It features two 1/4-inch gas outlets (one on the left front and one of the left rear) for use in either a horizontal lay-down position or angled up on Swedish-style bikes with long front ends. The tank is about 14 inches long and 9 inches wide. Total length from tip-to-tip of mounting brackets is about 18 inches. The aluminum universal Peanut gas tank retails for $499.95.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

REGENCY FLAT-SIDE FUEL TANKS

A single sheet of seamless steel is deep-drawn to form the curved outer panels of these 6-gallon flat-side gas tanks. Unlike tanks with add-on extensions, these are designed to carry more fuel and don't require hours of bodywork to get the contours just right before painting, CCI says. Styled after the classic European gas tanks, Regency tanks are over 2 inches longer than stock tanks to give bikes a longer and lower look. Use of the Regency tanks may require modification of the stock seat or the purchase of an

aftermarket seat. The Regency flat-side tanks will fit Softail models from '84 to '99 and aftermarket frames with flat-side tank mounts. The Regency flat-side tanks are available with late-style, screw-in filler bung, bolt-in aircraft-style filler or weld-in aircraft-style filler. Gas caps must be purchased separately.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

FAT KATZ TRENDSETTERZ TANKS

Fat Katz' new line of Trendsetterz stamped, custom fuel tanks is comprised of 16 different styles. Each Trendsetterz tank comes complete with hidden crossovers and vents, concealing unwanted, dangling components, for a complete custom look. The popular pop up gas cap is another feature that comes standard with the Trendsetterz fuel tanks. Tanks are available with several tunnel widths to fit most of today's custom or stock frames. The stamping technique used to manufacture these tanks ensures a quick turn-around and most styles are in stock and available immediately, Fat Katz says.

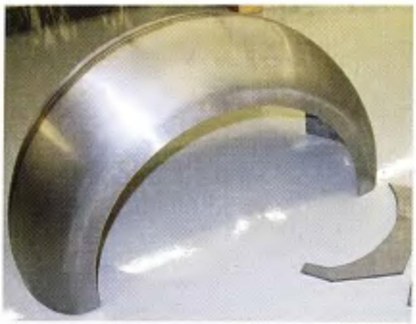
Fat Katz, 140 E. McKnight Way #2, Grass Valley, California; 877-432-8528; www.fatkatz.com

BIG BEAR CHOPPERS' SHEET METAL

Big Bear Choppers says they're going the extra mile to manufacture their sheet metal parts. As opposed to the industry standard spun technique, every piece at BBC is deep drawn, which results in a very accurate shape and a smooth finish, BBC says. Their fuel tanks feature a leak-proof, flush-mount, pop-up gas cap. All BBC fuel and oil tanks are pressure-tested. BBC used 12-gauge steel for their front and rear fenders and rear fenders come with struts. BBC fenders can be ordered cut, welded and ready-to-go, or you can buy a fender donut and cut it out yourself. You can also buy their fuel tank halves, straight from their deep drawn machine and cut and weld the tank

yourself. Fuel tanks retail for $1,050, front fenders are $250 and rear fenders are $500. Dealer pricing is also available.

Big Bear Choppers, PO Box 3021, Big Bear City, CA. 92314; 909-878-4340; www.bigbearchoppers.com



HOTMATCH FENDERS

HotMatch says their fenders are spun and welded by the best fabricators in the industry. Rear fenders are designed to fit 180/200, 240/250 and 280 wheels in either a rigid, swingarm weld-in form or as a bolt-on strutless kit. HotMatch's front fender kits are sold as blanks with brackets that can accommodate any rake angle providing a custom look and fit to your front wheel. Front fenders fit 80-90, 90-90 and 120-70.

HotMatch Custom Cycles, 2434 Fender Ave Ste E, Fullerton, CA 92831; 714-680-4362; www.hotmatchcustomcycles.com

CUSTOM CHROME UNIVERSAL FENDERS

Custom Chrome's Universal fenders come in three lengths with matching fender brackets and fender struts also available. Now you can create your own custom rear fender to match your rear wheel. To mount the fender, simply choose the matching wide bracket and the correct length of fender struts (sold separately). Fenders retail between

$125.95 and $175.95 and struts and brackets are priced from $32.95

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

PYO WILD FRONT AND REAR FENDERS

The name of these radical fenders says it all. Wild. These precision-cut fenders will make a bold statement on any custom. Spun from 12-gauge steel and available to fit Wide Glide or Deuce 21-inch front ends and 150/300 18-inch rear wheels. They are shipped raw and ready for drilling and paint.

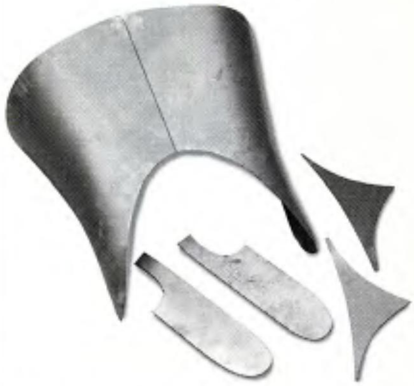
Paul Yaffe Originals, 2211 East Indian School Road, Phoenix, Arizona 85016; 602-840-4205 x:228; www.paulyaffeoriginals.com

FAT KATZ FENDERS

Fat Katz makes handcrafted rear fenders to fit the industry's ever-fattening tires. Their fenders are made to accommodate tires up to 360mm wide. They are

available plain, donut, or custom-made to fit any concept you can dream up. Fat Katz' Ventura oil-in-fender model that debuted at the V-Twin Expo is always available. Fat Katz can pound out your ideas into high-quality, 13-gauge cold-rolled steel. You can request an angled fender or a fashion forward ridge.

FatKatz, 140 E. McKnight Way #2, Grass Valley, California; 877-432-8528; www.fatkatz.com



DRAG SPECIALTIES: WELD-ON GAS TANK EXTENSIONS

An economical way to get the look of stretched gas tanks. Six-piece kits extend the rear of the tank 6-inches. They are curved to match the tank's natural curves. These do not increase gas tank capacity. The extension for '84 to '99 flat-side tanks requires a shortened seat nose.

FAT BOB REAR FENDERS

Drag's Fat Bob rear fenders come in a raw steel finish. They are available predrilled for OEM fender struts or un-drilled for custom applications. They measure 7 inches wide and a taillight/license mounting bracket is included.

CUSTOM FRONT FENDER

Drag's custom front fender features heavy-gauge steel construction. They come un-drilled so you can position the fender to look and work best for your own application. They measures 5 inches wide and are handmade in the U.S.A. This fender requires a frame with a minimum of 2 inches of stretch.

RUSS WERNIMONT DESIGNS

Handmade in the U.S., this Pro-Street fender from Russ Wernimont Designs features heavy-gauge steel construction in a wide, 13-inch design. The manufacturer says each fender is inspected to assure straightness, consistency and a flawless finish with a bare minimum of finishing bodywork required. Fenders come un-drilled so you can position them to look and work best for you. Each fender retails for $326.95.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222 www.dragspecialties.com

STEEL REAR FENDERS FROM EUROCOMPONENTS

Eurocomponents' fenders are handmade using 2mm-thick mild steel. The fenders are phosphate etched to prevent corrosion and to give a good base for primers to adhere to. All fenders come un-drilled for custom application and are available in your choice of 10-, 11- or 12.5-inch width.

Eurocomponents Inc, 1 Festiva Street, Daytona Beach, FL 32114; 386-274-5729; www.eurocomponentsusa.com

ROUND TOP REAR FENDERS FOR RIGID FRAMES

For your next rigid project, use these wide, stylish fenders. New to the Milwaukee Twins line, they're available in 9-, 11- and 12-inch widths and made of thick 14-gauge steel, deep-drawn for a single formed shape with no welds. All feature a reinforced tip area for taillight/license plate mounting. Available in full un-trimmed or ready-to-mount trimmed versions.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-318-6847; www.jpcycles.com

CUSTOM TANKS BY GRANDEUR CYCLE

Grandeur Cycle gas tanks are made to look very distinctive and are designed to elevate any custom motorcycle creation to a whole new level. Whether your latest project is a pro-street or a chopper, Grandeur says they have you covered with several different styles of both tanks and mounting systems to choose from. Fabricated from heavy-gauge steel, Grandeur fuel tanks are furnished with gas caps and mounts, including the mounting tabs for your frame. Grandeur says they can also build a one-off fuel tank from your designs or ideas.

Grandeur Cycle, 2200 NC Highway 67, Jonesville, NC 28642; 336-526-2468; www.grandeurcycle.com.

STRETCHED SUPER CRUISER STEEL GAS TANK

Made of heavy-gauge steel for maximum strength and durability, CCI's stretched Super Cruiser tanks are designed to use pop-up caps or bolt-in cap kits. The tanks, which must be fitted to the frame before painting, are available in a 5- or 6-gallon version with your choice of a 2-inch or a 5-inch stretch. They retail for $699.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

HARLEY-DAVIDSON EMBOSSED FENDERS AND TANK

Harley-Davidson can help you take a custom Fat Boy to a new level thanks to their 3-D Embossed Flame sheet metal sets from Harley-Davidson Genuine Motor Accessories. The steel fuel tank, front fender and rear fender have a flowing flame design that's embossed in the initial stamping process to create a raised, three-dimensional surface with a clean, smooth edge that's ready for custom painting. All three pieces are coated with

Curved License Plate Mount with Frame
This super cool laydown license plate bracket is a major improvement over the stock "Billboard" plate mount.
Rear Cylinder Base Cover
Designed for a Dresser or a Road King. Covers that unsightly area between the transmission top cover and the rear cylinder. Easy install!
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These skeletal pegs are sturdy and rugged! An ominous skull is nestled between the rubber pads with a sinister spire point filling the void. Be Bad!
Mean & Nasty Skull Air Cleaner Cover!
Send chills down your spine & send the neighbor kids running for their mothers.
Raptor Bar
Forged for strength and rigidity, then polished and chrome plated for beauty. Perfectly fitted pad for comfort and style! Excepts our Iron Cross L.E.D. light (not included) for even more attitude.
The skull's wicked eyes and snarling jaw flow cleanly down the side of the cover. This cover looks great and is easy to install with supplied hardware. Replaces teardrop cover on S&S E or G carburetors only.
See Your Local Dealer to Check out more of our latest Creations or contact us at: 866-277-9598
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The coolest speedometer to ever hit the streets. LCD bar tach, and high visibility backlit LCD screens. And numerous other features. See your dealer or call us!
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factory primer. The 3-D Embossed Flame fuel tank fits 2001-and-later fuel-injected Softails (except FXSTDI) and 2004 and later carbureted Softails (except FXSTD). The 3-D Embossed front fender and rear fender fit 2000 and later FLSTF/I Fat Boys.

Harley-Davidson, 800-443-2153; www.harley-davidson.com

B'COOL FENDERS FROM MID-USA

MID-USA can help cover your wide tires with these B'Cool rear fenders, available in widths up to 13 3/4 inches, to cover up those huge 330 tires on hidden-shock or rigid frames. Made from 10-guage steel for strength, these fenders are available in lengths up to 43 inches so they can be trimmed for the exact look you desire.

MID-USA, 4937 Fyler Ave, Saint Louis, MO 63139; 314-351-3733; www.MID-USA.com

INDEPENDENT GAS TANK COMPANY: WHISKEY TANK

New from Independent Gas Tank Company, the Whiskey tank was designed to make your competition drunk with envy. The Whiskey is a versatile tank and works well on choppers or pro-street bikes alike, the manufacturer says. The Whiskey is available in 0- to 6-inch stretch with any width in the front, any tunnel depth—the standard tunnel width is 2.25 inches. You can order a spinner cap (shown), or a HotMatch pop-up, screw bung. Vent tubes are available upon request.

THE TROUBADOUR

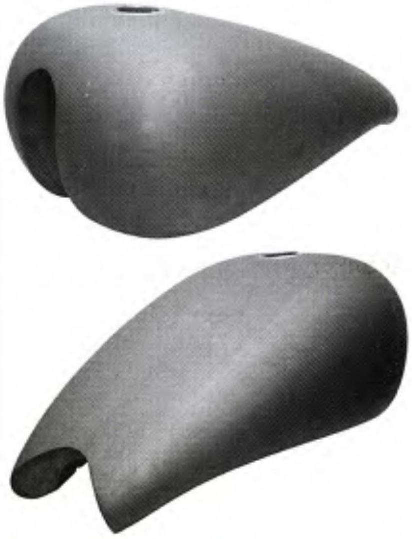
The Troubadour gas tank is built for straight or radiused backboned frames. Independent Gas Tank Company noticed that there were all these negative backbone frames out there and no tanks. So they decided to build them. They say "Whatever frame you have, we can build it, any width in front, any tunnel depth, pointed, blended, or seat pocket. Radical arch on top & bottom of tank, hidden mounts, pop-up cap, spinner, or screw bung, make it the way you want it."

Independent Gas Tank Company, Gilbert, AZ 85233; 480-633-6700 www.independentgastank.com

MUSTANG-STYLE TANK WITH POP-UP GAS CAP

This Mustang-style gas tank comes with a center-mounted, single pop-up-style gas cap and has a capacity of 3.3 gallons. The tank is 16 1/2 inches long and 11 inches wide at its widest point. Total length from tip-to-tip of mounting brackets is approximately 20 inches. The tunnel is approximately 2 3/4 inches wide and 2 1/2 inches deep. Each tank comes with a 3/8-inch NPT gas outlet on the center of the bottom right-side as well as two 1/4-inch gas outlets on both sides near the rear of the tank to be used as a crossover line or, for multiple choices in routing your gas lines. The Mustang-style tank with pop-up cap retails for $149.95.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com



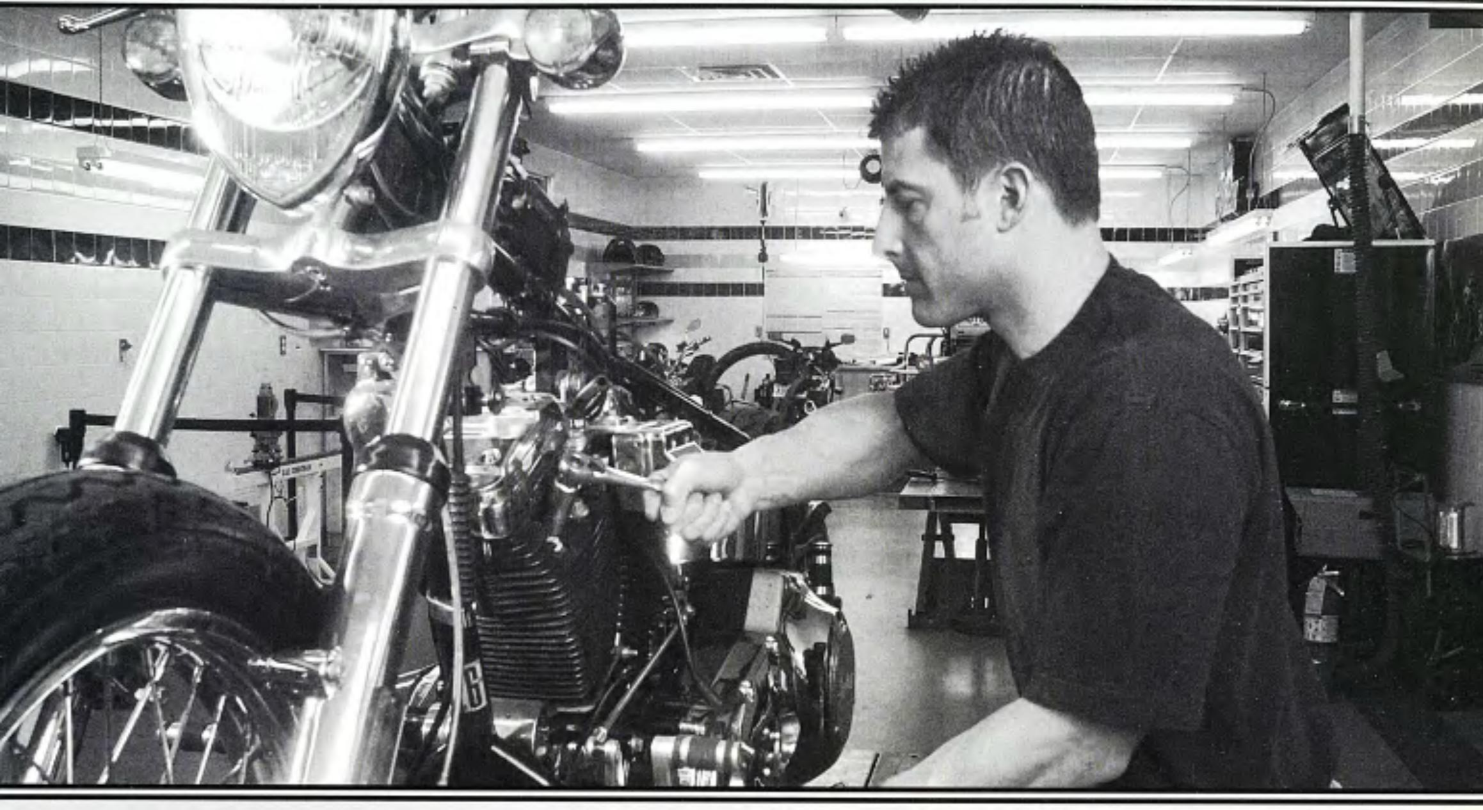
KUSTOMWERKS: WILD CARD GAS TANKS

Kustomwerks has a line of 1-piece, custom gas tanks by Wild Card. The tanks are constructed from mild steel, feature a 4-gallon capacity and use either screw-in or pop-up caps. Wild Card tanks use joggle lap joints instead of the traditional butt-welded joint. This results in a much stronger tank and a smoother finish without compromising structural strength, the manufacturer says. By utilizing this type of construction, the tunnel plate is sunk below the bottom surface, making grinding of the welds unnecessary. Each tank is also gray phosphate etched to help prevent corrosion and give primers a good surface on which to adhere. Each Wild Card gas tank comes with frame brackets and mounting hardware allowing the builder to precisely mount the tank to the frame. The custom tanks also feature a stainless filler bung, stainless breather tube, stainless rear-mounted crossovers and a 22mm petcock outlet. Wild Card 1-piece custom gas tanks retail for $512.85.

KENDALL JOHNSON CUSTOMS' SIGNATURE SERIES

Kustomwerks Inc. has entered into a marketing agreement with bike builder Kendall Johnson to produce and market the all new KJC Signature Series line of custom fenders designed by Kendall. Each fender will be produced from heavy

Make Money Fixing Motorcycles



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* Salary information is based on the Occupational Outlook Handbook. A U.S. Department of Labor publication.

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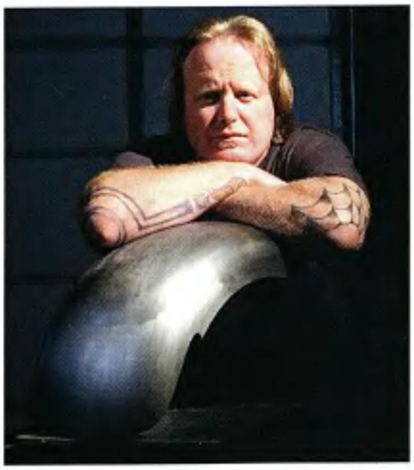

gauge steel without weld seams. By utilizing a 1-piece construction. The manufacturer says the new Signature Series fenders will not split or crack. Each KJC Signature Series fender will also include a phosphate etching to reduce rusting and prep time for the builder. The Kendall Johnson Signature Series includes front fenders for 19- and 21-inch narrow glide wheels in 4.25-, 4.75- and 5.5-inch widths. The rear fenders will come in 9-, 11-, 12.5- and 13.5-inch widths to fit 200mm to 300mm tire motorcycles and will be available in rigid and hidden-shock styles. Each fender comes un-drilled to fit a variety of custom applications.

Kustomwerks, 1200 S. Park Dr. Kernersville, NC 27284; 336-996-8690; www.kustomwerks.com

LOBOY SWEEPER FENDERS FOR 2004 AND UP SPORTSTERS

Now you can give your late-model Sportster a dramatic look with Sumax's Loboy Sweeper composite glass fenders. The front fender retails for $155 while the rear fender retails for $216. Sumax is well known for their composite glass fenders. Their use of modern cross-woven glass fabrics make the fenders exceptionally strong and easy to work with. Fenders come un-drilled so you can profile them to fit your desired look. Rear fenders come with glassed-in convoluted tubing for wiring ease. A sandable gray primer coat finish makes them ready to sand and shoot. All fenders are made at the Sumax facility in upstate New York. Sumax fenders are distributed by Drag Specialties, Midwest M.C. Supply, MID-USA, Custom Chrome and Zodiac International.

Sumax, 800-654-5546 and 315-768-1058 for more information or see them on the Web at www.sumax.com.

WYATT GATLING FENDERS

Wyatt Gatling is now offering a variety of strutless fenders for a clean, smooth look on your ride. Designed to replace stock fenders, these will fit on Softail frames with tire sizes from 150 to 300. These fenders are made of 2mm-thick steel and come in a range of widths from 7 1/4 inches wide to 12 inches wide.

Zoom Cycle LLC, 49 New City Road, PO Box 158A, Staffordville, CT 06077; 888-316-1994; www.Zoom4parts.com

THREE FENDERS FROM GP DESIGN

Available as the Mohawk, Baldy and Stealth, and constructed from a spun radius, 2-piece design, from 13-gauge steel, these fenders feature distinctive facets reminiscent of stealth military technology. Minimal bodywork is required, GP Design says. The trimmed fenders come complete with reinforcement, while blank fenders require

reinforcement after custom trimming has been completed.

GP Designs, 866-356-2464; 510-471-9815; www.gpdesigns.net

BOBBER TANKS FROM MID-USA

New from MID-USA's V-Factor line is this Sportster-style bobber gas tank. It was designed by MID-USA to fulfill your retro-bobber needs. The scalloped recesses in the sides of the tank will look right at home on your old-school street racer. Hidden-strap mounting keeps everything clean. This tank is only available from MID-USA.

MID-USA, 4937 Fyler Ave, Saint Louis, MO 63139; 314-351-3733; www.MID-USA.com

POLISHED RIBBED ALUMINUM FENDERS BY JAMMER

These universal-fit aluminum fenders feature a retro-styled raised center rib and are highly polished so you can mount them just as they are. They're available in three sizes for use in both front and rear. Fenders have a slight ducktail flip with rolled edges on one end for a finished look. Fenders come un-drilled so you can position and mount them just where you want. The ribbed polished aluminum fenders are available for 16-, 18-, and 19-inch tires and retail for $144.95.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

PAUGHCO: PAUGHCO'S RETRO-COFFIN TANK

Paughco brings back traditional chopper components to their parts line with this retro-coffin tank, which features upgrades for late model screw-in caps and

the addition of larger capacity models. Fabricated from 12-gauge steel, the tank shown here carries 2.5 gallons. They're fit with 3/8-inch petcock bung on the left side and feature a lotunnel.

NEW OLD CHOPPER FENDERS

Paughco manufacturers a wide selection of nostalgic and replacement fenders. Shown here are three updated versions of the company's traditional custom fenders. The 42-inch Flat Chopper fender is available in 5-, 6- and 7.5-inch widths. Paughco's extended front fender, with bracket, measures 3 x 33 inches and is designed for Wide Glide applications. Full rear coverage is provided by the skirted sender which measures 9 x 35 inches.

Paughco Inc., 11 Cowee Dr, Mound House, NV 89706; 775-246-5738; www.paughco.com.

PRO-ONE: BUILD-YOUR-OWN CUSTOM TANK

Pro-One has just released a collection of tank kits that provide a baseline for designing and fabricating your own custom gas tank. The kits are sold with components shown including side panels, bottom plates, tunnel, brackets and even a pop-up custom cap. Available in three styles, Frankentank, Tear Drop and Dagger, the kits can be modified and altered to your personal taste. Retail for the tank kits is $549.95.

PRO-BUILDER STEEL FRONT FENDERS

Pro-One offers a wide variety of shapes and styles of custom design fenders. Designed for 21-inch applications, the fenders are shaped from 14-gauge steel using a deep draw process. Which the manufacturer says provides "a single cohesive structure capable of dealing with real world road use." There are six styles available, including the Long and Longshot (shown on bike), Stubby, Cobra, Stretched and Custom Claw. Individual models are offered in widths from 4 to 5 inches and specified models are can be ordered for 18- and 19-inch rims.

Pro-One Performance Mfg, Inc., 2700 Melbourne Ave. Pomona, CA 91767; 800-884-4173; www.pro-one.net

RUSS WERNIMONT DESIGNS

Russ Wernimont Designs has added three new styles of fuel tanks to their parts line. The sizes of these new tanks range from 23 inches to 28 inches. The inlay chopper tank features a flat bottom and recessed mounts, while the short chopper tank features the same inlay sides, but adds a curved bottom for added style. A 5-inch stretch Teardrop tank is also available with your choice of standard or recessed mounts.

Russ Wernimont Designs, 37100 Applegate Road, Murrieta, CA 92563; 951-698-9495; www.russwernimont.com.

SS CUSTOM CYCLE FENDERS

SS Custom Cycle produces a complete line of composite fenders and body parts for the Yamaha Star line of motorcycles. The fenders are designed to be installed

with little or no modifications to the stock frame. They are half the weight of a comparable steel fender and many times stronger than your traditional style fiberglass fenders, the manufacturer says. All body parts are finished in a primer gel-coat that makes them very painter friendly as well.

SS Custom Cycles, 92 Osborne Hill Rd. A4, Wappingers Falls NY 12590; 914-475-2551; www.sscustomcycle.com

REDNECK ENGINEERING TANKS

Redneck Engineering is offering three new gas tanks. Their Bad Ass gas tank has a classic rounded top with slanted sides, smokestack gas filler and flush backbone mounts. They are made to order in 4 to 7 inches out. Their Sore Dick gas tank is inspired by vintage motorcycles. It is an under the backbone design, and the mounting system makes the tank look like it is floating. The Cobra tank is their original curves design with an arched top and a hidden-tunnel mounting system. Definitely a custom look.

Redneck Engineering, 107 Nix Rd. Liberty SC 29657; 864-843-3001; www.redneckengineering.com

TWISTED CHOPPERS' TANKS AND FENDERS

Twisted Choppers fenders are made from 13-gauge steel for increased strength and an improved finish. Two new front fenders for 21-inch wheels are available, two new rear sizes (7.25 inches and 12 inches) and two precut custom designs. In total, Twisted Choppers offers 42 different styles and sizes of fenders that fit all the way up to the 300 rear tire. Twisted Choppers also offers five different tank designs: the Stretched Sporty, Original Chopper, Vader, Razorback and Sugar Jake. Each tank is made to customer specifications for tunnel length, petcock and gas cap placement and include one Twisted Choppers Microcap gas cap.

Twisted Choppers, 27085 Tallgrass Ave. Suite A. Sioux Falls, South Dakota 57108; 888-507-7233; www.twistedchoppers.com

WEST COAST CHOPPERS SHEET METAL

West Coast Choppers offers a wide range of sheet metal products and services including fenders and their signature steel seat pans in raw or chromed with several tooled leather designs. They are updating their Web site with new parts on a regular basis and invite you to drop in for a visit.

West Coast Choppers, 718 West Anaheim Street, Long Beach, CA 90813; 562.983.6666; www.westcoastchoppers.com.

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Got Tail?

Scorpion Bike

There was some commotion in the hedgerow of Jack Wiseley's backyard and it was only the beginning. After wrenching together an amped up Sporty, Jack rode it from South Florida to Sturgis.

He ran it on the track at the Black Hills Rally, won the race and rode it back home. In anyone's book, that's sayin' something. Bushels of cool bikes grew from Jack's gear grindin' garden, until one day he realized there was just too much chaos on the farm. He decided to move his scooter patch—Kaotic Customs—out of the neighborhood and onto Sunrise Boulevard in Fort Lauderdale, Florida.

Jack assembled a talented team that shares his passion for motorcycles. Kaotic Customs is the kind of place where everyone has a great time at work because, according to shop manager David Velez, "Jack is the ultimate overseer." Every day would have to be fun when

you have a boss like Jack because of his hardcore attitude towards ridin', wrenchin' and rustlin' up some real fine customs. Most of the guys at Kaotic Customs have worked together for more than five years.

Out back in the woodpile, Jack turned over a 2-by-4 and what slithered out was this copper colored arachnid bike called "Scorpion." This is a concept that started with their "Spike" bike and gathered a mess of extras as it rolled along. The scorpion design gives this bike its theme and nickname. And the pristine paint work is where the Kaotic Customs team really shines. Scorpion is very rideable, but twist the wick and you'll discover what it means to rock the hut with some serious sting. That's right. This S&S 113 is blown, which is to say it's guaranteed to melt the Metzeler's right out from beneath it.

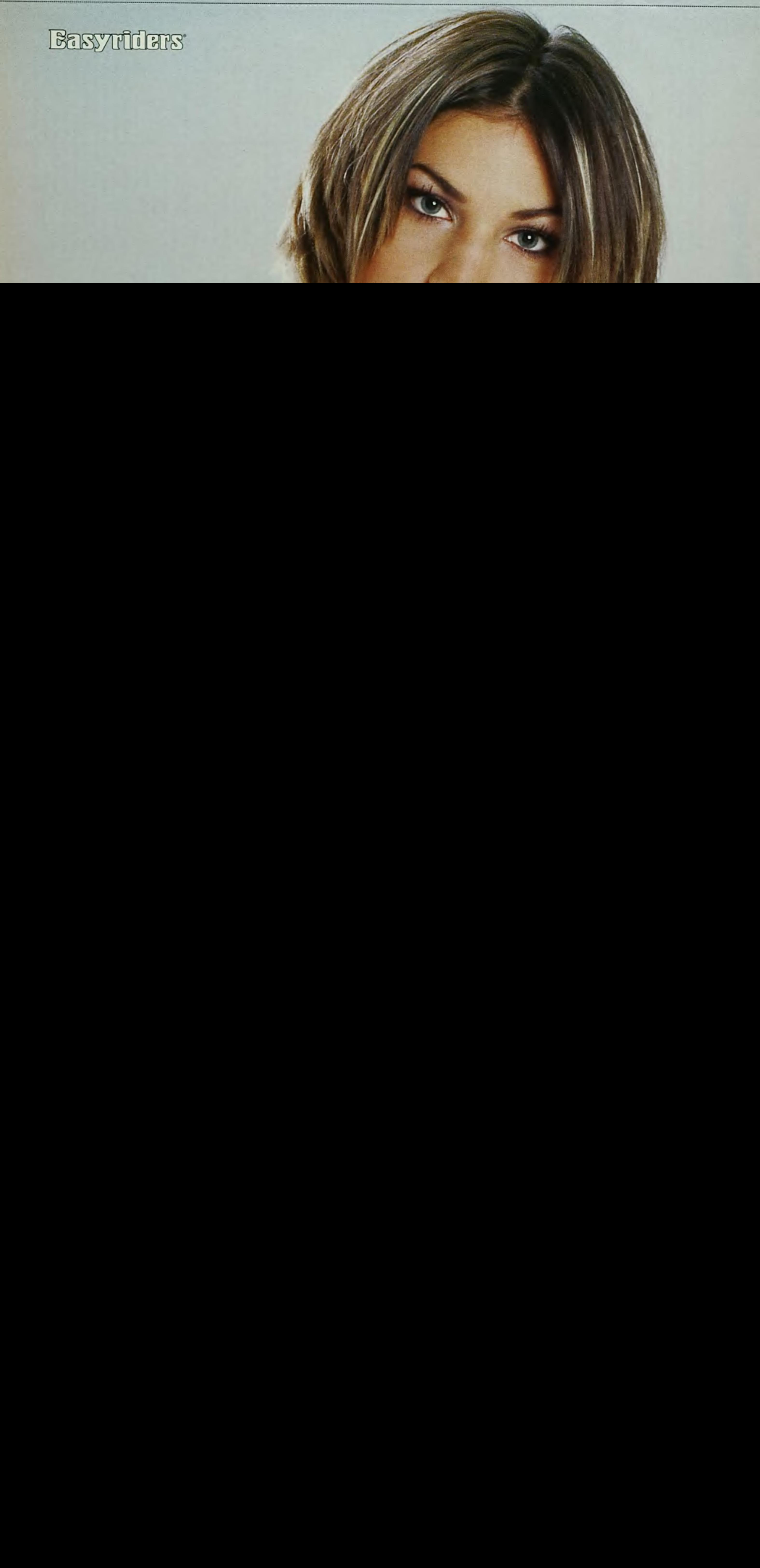
Feeding air into the Garrett supercharger, is a trick intake that was hand-fabbed from a hunk of twisted pipe. A normal tank would not be strong enough to stay on the frame with all that power bolted in. Marcello is the Kaotic fabricator who made Scorpion's tank stronger and relocated the bung hole (Y'know, it sure is fun to write "bung hole" and have it appear in print).

Kaotic Customs makes a lot of one-off parts in-house. Take a gander at the belt guard, shift rod and coil mount to see Kaotic stuff that you won't see in any catalogs. Todd Beattie is their wiring wizard who cleverly conceals the magno-electrical magic. One of Kaotic Customs' hidden secrets is that they make all of the electrical connections plug and play.

A 40-degree rake angle is balanced by 4 inches up stretch on the frame to keep Scorpion nipping away at show competitors. The fork tubes have 15 inches over stock and the upside down, 63mm fat front end carries 6 degrees of rake in the triple trees to give this Kaotic Custom a stance that begs to be ridden.

Scorpion's owner Ivan, has covered more than 10,000 miles on this venomous vehicle. He's on his third set of tires to prove its roadworthiness. Ivan lives in the Arizona desert and rides it like he rented it. Guess he got stung. With a ride this cool, we wouldn't blame him for not having any antivenom. You can check out Kaotic Customs on the Internet by visiting www.custombikesoflauderdale.com.

—El Queso


Easyriders

passin' gas

Mongo and his ol' lady are cruisin' cross-county and pull into a motel for the night. The next morning the clerk hands Mongo a bill for $350.

"How is it $350?" asks Mongo.

"Sir, we are the finest motel in California," the clerk replies. "We have an Olympic-size heated pool, a Pilates gym, a state-of-the-art conference center, a 9-hole golf course, an award-winning restaurant and nightly performances by some of the top entertainers from around the world."

"That's great, but we didn't use any of those facilities," Mongo says.

"But, sir, they were all made available to you during your stay."

Frustrated, Mongo writes out a check.

"Sir, I'm afraid that this check is for only $100," the clerk notes.

"That's correct," answers Mongo. "I charged you $250 for sleeping with my ol' lady."

"But I didn't!" the hotelier exclaims.

"Well," Mongo replies, "she was made available to you during our stay."

J. Hayes
Rancho Cucamonga, California

Here's a heartwarming story about the bond formed between a little girl and some construction workers that will make you believe we CAN make a difference when we give a child the gift of our time.

A young family moved into a house next door to a vacant lot. One day a construction crew turned up to start building a house on the empty lot. The young family's five-year-old daughter naturally took an interest in all the activity going on next door and spent much of each day observing the workers. Eventually the construction crew, all of them gems-in-the-rough, let her sit with them while they had coffee and lunch breaks and gave her little jobs to do here and there to make her feel important. At the end of the first week, they even presented her with a pay envelope containing a couple of dollars.

The little girl took this home to her mother who said all the appropriate words of admiration and suggested they take the $2 "pay" she received to the bank the next day to start a savings account.

When they got to the bank, the teller was equally impressed and asked the little girl how she had come by her very own paycheck at such a young age. Proudly, the little girl replied, "I worked last week with the crew building the house next door to us.

"My goodness gracious," the teller said, "and will you be working on the house again this week?"

The little girl replied, "I will if those assholes at Home Depot ever deliver the fuckin' sheet rock."

Spencer Krat
Agoura Hills, California

An Arkansas farmer and his daughter lived together in devastating poverty so it was cause for excitement when the daughter found 50 cents on the sidewalk one day. She ran home and showed the coins to her father who decided that for 50 cents they could get two eggs and a bottle of ketchup and have a real meal.

He sent the girl off to the store, but as luck would have it, on her way home with the eggs and ketchup, a firecracker went off, startling her so much that she dropped the groceries. Staring down at the ruined feast smashed at her feet, she burst into tears.

A biker passing by stopped and surveyed the scene. "No need to cry, honey," he told her. "It woulda died anyway—its eyes were too far apart."

David Chance
Ogden, Utah

A policeman interrogates three blondes who are training to become detectives. To test their skills in recognizing a suspect, he shows the first blonde a picture for five seconds and then hides it. "This is your suspect," barks the cop. "How would you recognize him?"

The first blonde answers, "That's easy, we'll catch him fast because he has only one eye!"

The policeman says, "Well, uh, that's because the picture shows his profile."

Slightly flustered by this ridiculous response, he flashes the picture for five seconds at the second blonde and asks her, "This is your suspect, how would you recognize him?"

The second blonde giggles, flips her hair and says, "Ha! He'd be too easy to catch because he has only one ear!"

The policeman angrily responds, "What's the matter with you two? Of course only one eye and one ear are showing because it's a picture of his profile! Is that the best answer you can come up with?"

Extremely frustrated at this point, he shows the picture to the third blonde and in a very testy voice asks, "This is your suspect, how would you recognize him?" He quickly adds, "Think hard before giving me a stupid answer."

The blonde looks at the picture intently for a moment and says, "Hmm—the suspect wears contact lenses."

The policeman is surprised and speechless because he really doesn't know if the suspect wears contacts or not. "Well, that's an interesting answer. Wait here for a few minutes while I check his file." He leaves the room and goes to his office, checks the suspect's file in his computer, and comes back with a beaming smile on his face. "Wow! I can't believe it. It's true! The suspect does in fact wear contact lenses. Good work! How were you able to make such an astute observation?"

"That's easy," the blonde replied. "He can't wear regular glasses because he has only one eye and one ear."

John Trotz
Flin Flon, MB, Canada

In Sweden, Sven and Ole had been business partners in a Harley dealership and good friends for years. Sven was married to a beautiful woman and Ole was single.

One morning, halfway to work, Sven realized he'd forgotten his lunch so he went back home to get it. When he got there, he found that his wife was still in bed, naked.

He says to her, "Vhat's wrong Vith you, voman? Vhy you vear no clothes?"

She looks at him and says, "I vear no clothes because I haff no clothes to vear!"

He looks at her for a moment and says, "Vhat you mean you haff no clothes to vear? You got plenty of clothes to vear! Just look!"

He opens the closet and starts sliding the hangers while counting. "See! Vun dress! Two dress! Three dress! Hello, Ole, how ya' doin'? Four dress!"

Rocky
W.P.B., Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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Owner: Ivan
City: Fort Lauderdale, Florida
Fabrication: Kaotic Customs
Model: 2004 Scorpion
Time: six weeks
Chroming: Atlantic Plating

ENGINE

Year/Model: 2004/ S&S Super Sidewinder
Rebuilder: Kaotic Customs
Displacement: 113 cubic inches
Cam: S&S
Carb: S&S Super G
Pipes: Kaotic Customs

TRANSMISSION

Year/Make: 2004 Baker 6-speed

PAINT

Molding: Kaotic Customs
Painter: Kaotic Customs
Type/Color: PPG/Copper
Special paint: Kaotic Customs

FRAME

Year/Make: 2004/RC Components
Type: hidden-shock
Rake: 40 degrees
Stretch: 4 inches up
Shocks: Air Rider by Kaotic Customs
Modifications: Rear fender welded to the frame

ACCESSORIES

Handlebars: Kaotic Customs
Risers: Kaotic Customs
Handlebar controls: Harley-Davidson
Fenders: Kaotic Customs
Headlight: Kaotic Customs
Taillight: Kaotic Customs
Speedo: Arlen Ness
Pegs: Kaotic Customs
Foot controls: Kaotic Customs
Electrics: Kaotic Customs

Gas tank: Independent / Kaotic
Oil tank: RC Components / Kaotic
Seat: LED's under seat / HiTech / Kaotic
Mirrors: Paul Yaffe Originals
Grips: Thunder Cycles

FRONT END

Type: 63mm inverted
Extension: 15 inches
Triple trees: raked 6 degrees
Rebuilder: Kaotic Customs

WHEELS

Hub: Arlen Ness
Size: 21-inch front, 240 x 18 rear
Tires: Metzeler
Brakes: RC Components
Photos: Don Rogers

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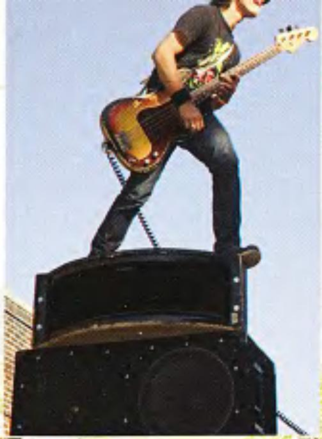
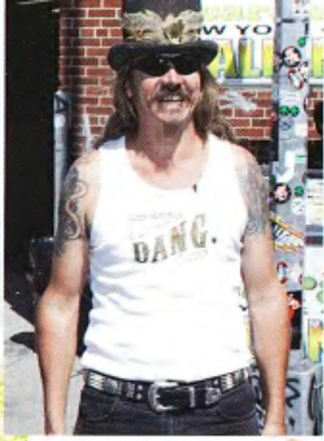
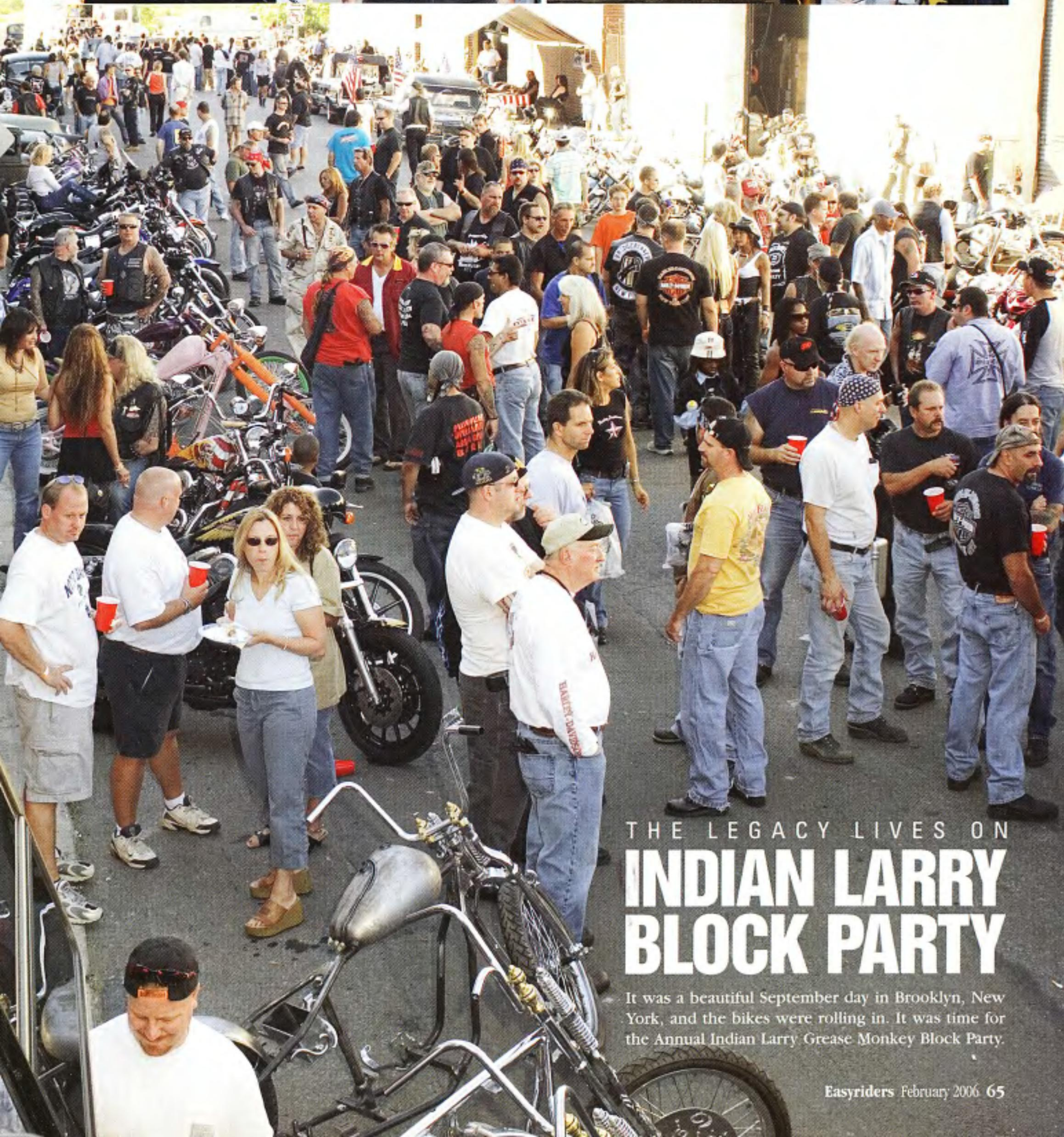






THE LEGACY LIVES ON

INDIAN LARRY BLOCK PARTY

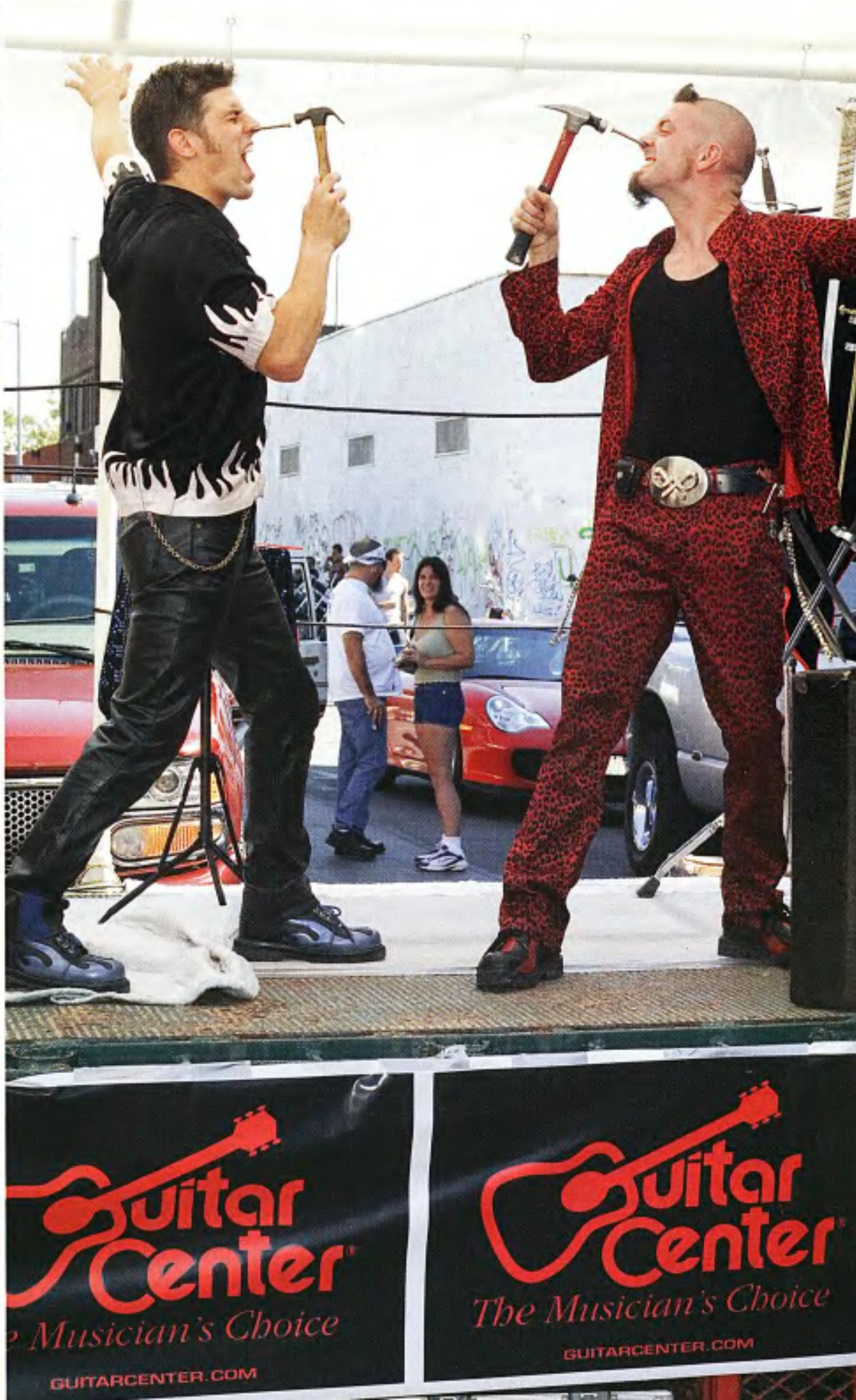
It was a beautiful September day in Brooklyn, New York, and the bikes were rolling in. It was time for the Annual Indian Larry Grease Monkey Block Party.

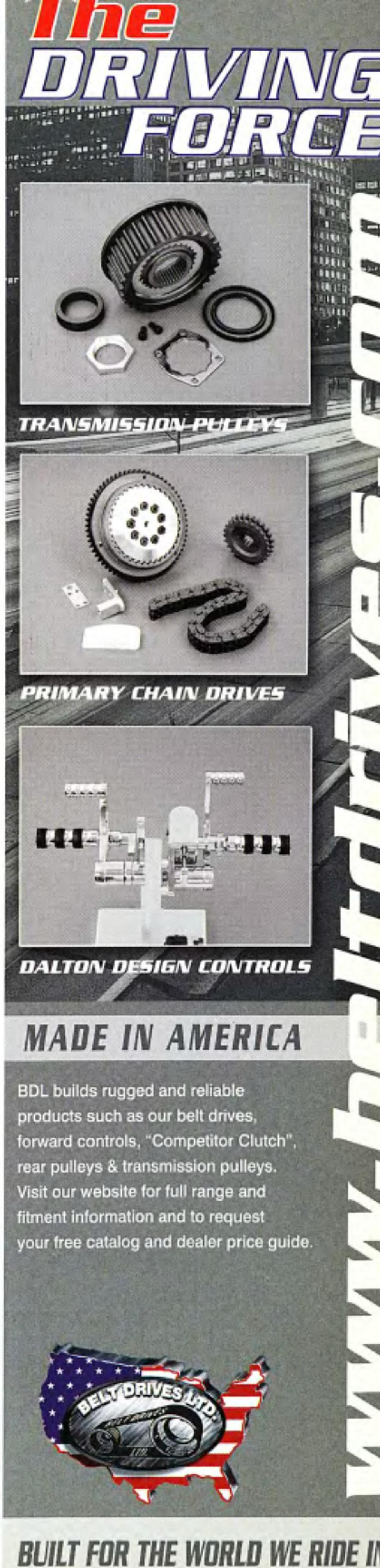
On September 10, 2005, North 14th street in Brooklyn, home of Indian Larry Legacy, was shut down to celebrate all things motorcycle and to honor an ongoing tradition of building some of the world's finest choppers.

With the strikingly beautiful Manhattan skyline shimmering just across the river as a background, the Indian Larry Legacy shop provided a great time for all who attended. Bikers the world over poured in to celebrate Indian Larry's legacy and the continuation of the shop that bears his name.

The turnout was spectacular, since the weather was picture perfect for riding. Attendees were met by the thunderous sound of rock-'n'-roll, New York style. Bikes of all kinds completely lined the block on both sides, all with their own unique spirit. There were far too many to even begin to describe here. It's just one of those things that needs to be seen and lived to be believed.

Indian Larry Legacy provided a host of entertainment that day. Along with the bands, such as the Spunks, there were circus sideshow performers, keeping the

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BUILT FOR THE WORLD WE RIDE IN

ROAD
WORK
AHEAD

Indian Larry

STOP

Photos: Don Rogers

spirit of Larry's sideshow days alive and kicking. A barbeque kept everyone well fed, so they could continue to party through the night. Bikini bike wash girls were on hand to provide a sexy distraction while still providing a soapy service for all the guys...er, bikes that needed it.

Many familiar faces were in attendance, all lending their continued support to Indian Larry's legacy. Paul Cox and Keino were there, hanging out with their fans and enjoying the festivities to the fullest. Master bike builders such as Jesse Rooke and Dave Perewitz were also on hand to press the flesh. The amount of fans, press coverage, and genuine well-wishers were all greatly appreciated by the shop. It was amazing to see how much Larry's legacy is still alive and well, continued on by his friends and colleagues.

But no night or party is complete without a few burnouts. And there were some good ones, but fortunately, unlike last year, the FDNY didn't have to make a guest appearance in order to put out any flaming asphalt. But hey, we were all just trying to have a good time.

—Jennifer Knott
Indian Larry Legacy

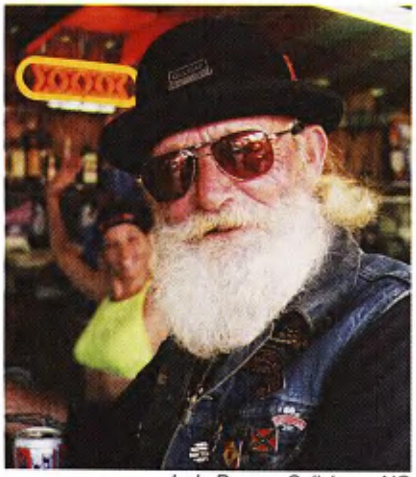
Where the mural ends and the road begins.

The bird is the word. —*Abbie Solarez, Brawley, CA*

Here's looking at me. —*Bob Clark, Diamondbar, CA*

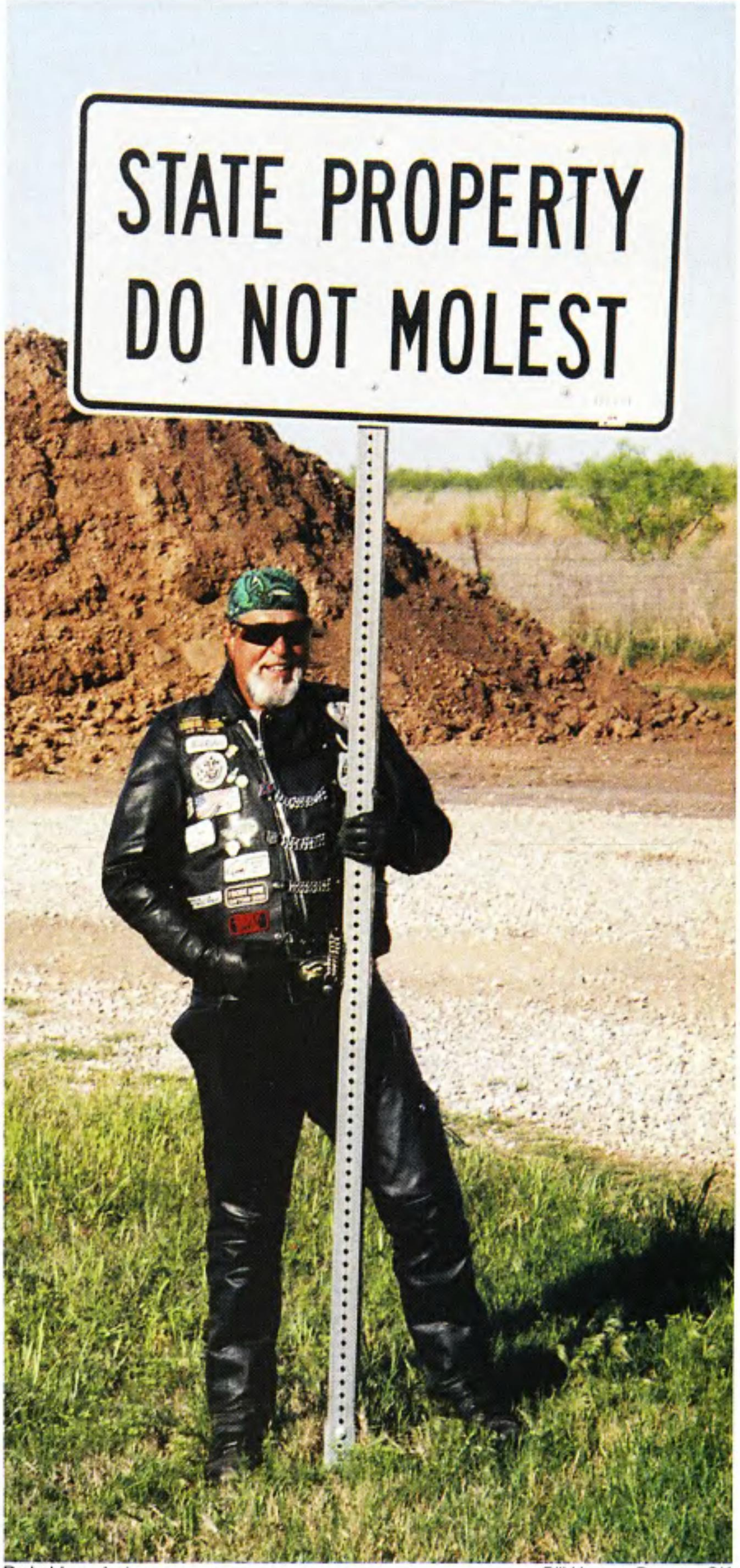
Let 'em breathe. —*Ed Homick, Vacaville, CA*

—Ron Deemer, Minford, OH



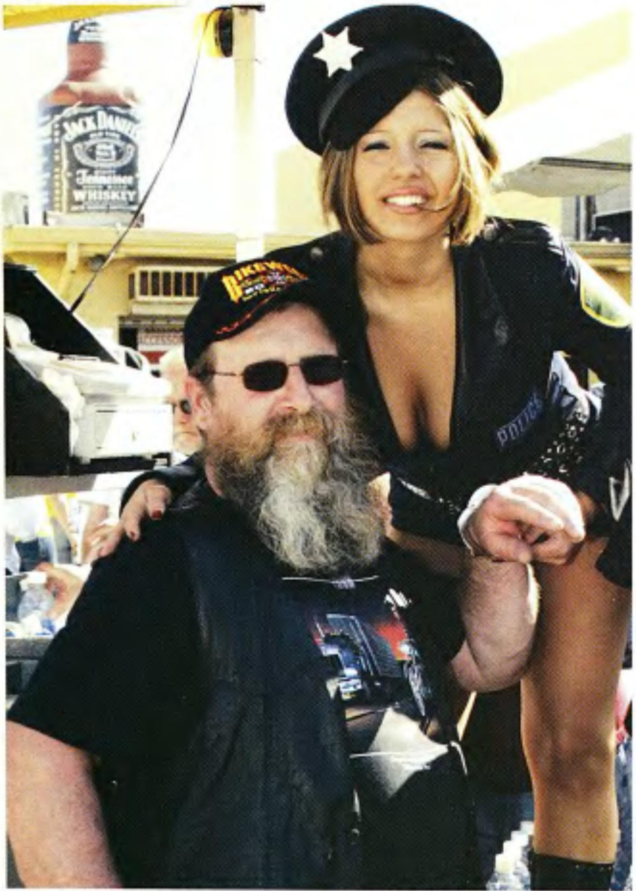
—Judy Brown, Salisbury, NC

—Gwen Juelfs, West Fork, AR



Probable molester. —Bill Humes, Duncan, OK

"Hey Ma, we got hitched!" —*Lorrie Rechlo, Alberta, Canada*

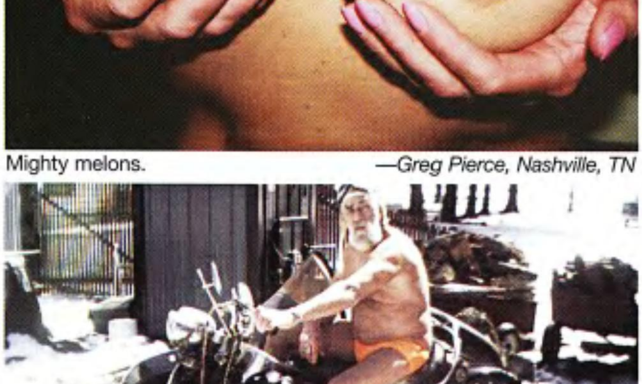


Do what the nice officer says. —*Harvey Darling, Ontario, Canada*

Windtossed tits. —*Paul Shermer, Greensboro, NC*

Ridin' his new Fire Hog from Vegas H-D. *—Robert Wagner, Tucson, AZ*

Mighty melons. *—Greg Pierce, Nashville, TN*

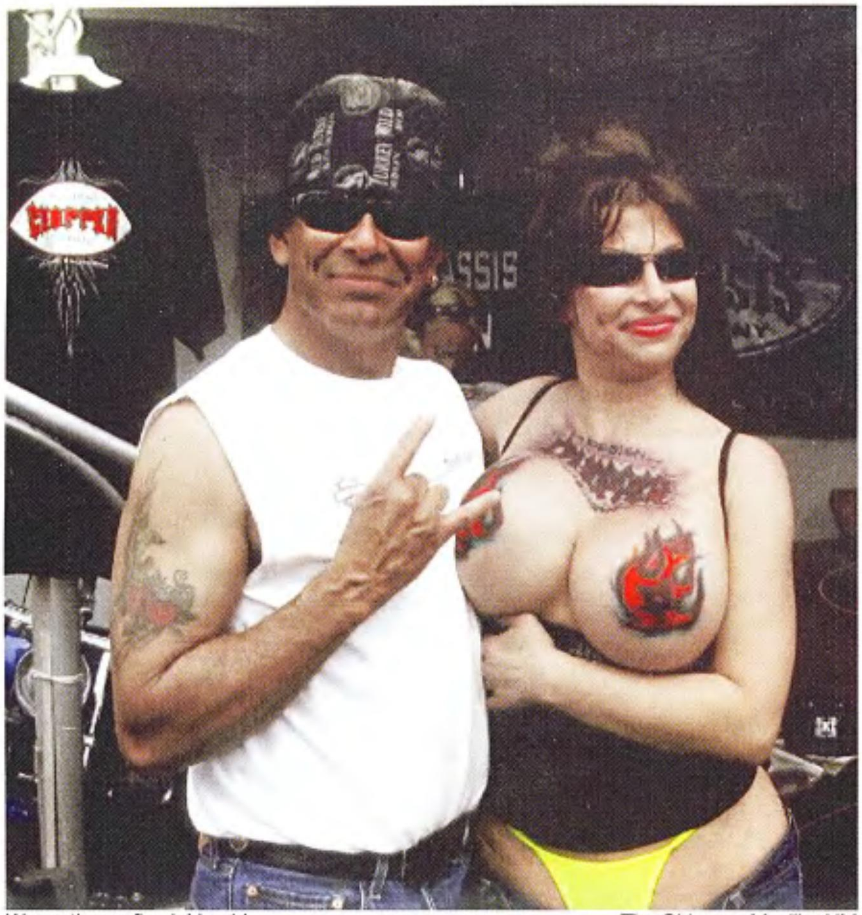


Ready for the Polar Bear Club. *—Greg Amones, Argos, IN*

Natural beauty. *—Harry Odom, on the road*

New Federal Law for off roaders. —Harvey Amos, stationed in Iraq

Supplying comfort to our troops. —Paul Petrick, Danvers, MN

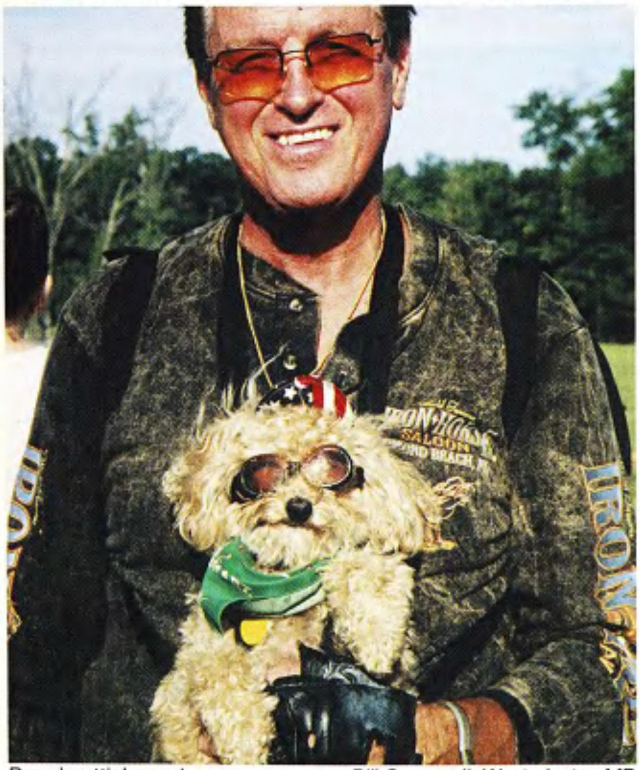


Worse than a flamin' bush! *—The Chingon, Mesilla, NM*

Drop them chaps. *—Les Holt, LaPort, TX*

Bros at the Tennesse Freedom Rally. *—Tom Spicer, Paris, TN*

"Now we're in trouble!" —*Tim Anderson, Edgewater, CO*



Proud puttin' pooch. —*Bill Cromwell, Westminster, MD*

A right friendly gal. —*Bill Cromwell, Westminster, MD*

Sexy sirens. —*Fish, under the sea*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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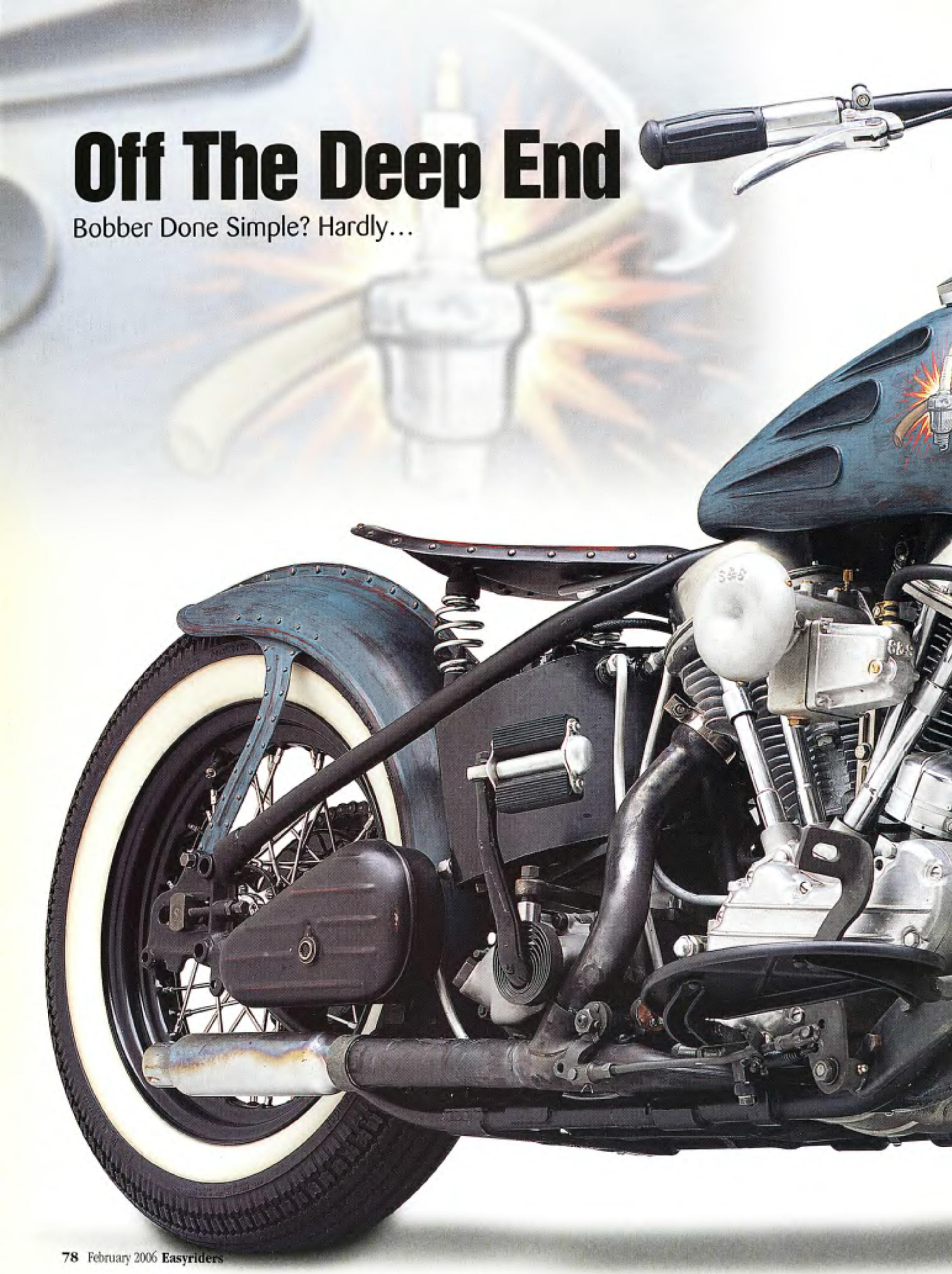
Off The Deep End

Bobber Done Simple? Hardly...

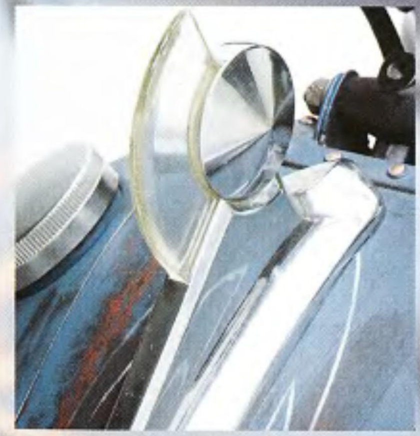


Seems that catalog-built customs laden with excessive billet, outrageous paint and insane price tags are now having to share the space with bikes that are bringing back the traditions and styles of the original customs in the form of retro bobbers and choppers. Seems people can't get enough of the old-school bobber these days and manufacturers are busy as hell keeping up with the demand. However, for the purist, a more time-honored approach is necessary. Bruce Wyke's slammin' blue sled here is a prime example.

Bruce's bike is one of those rare creations that follows the bobber tradition closer than most. Not only did the bike start out as a box of parts and a title, it also came to life with a lot of traditional craftsmanship. The project was a collaborative effort between Donny Loos, the builder, Clay Cook, the master metalworker, and owner Bruce Wyke. In one aspect, this bobber is no different than many bikes we feature here: the owner wanted something simple and straightforward and somehow the project ended up going off the deep end in no time.

Clay Cook was going to build a rear fender for the bike, something simple and clean, when his past influences caught up with him derailing simplicity altogether. The end result is a two-piece fender (left and right halves) held together with copper rivets and one-off custom fender struts that took 180 hours to create from scratch. Not your average 10-day *Build-Off* fare.

One of the requirements for this bike was a "barn fresh" look in an effort to pay homage to all those stories we hear about "...this bike my buddy found in a barn...." To pull this off though, the right paintjob was essential. Choosing an appropriate old generation color, the bike was painted...get ready for this... with a brush, by hand. The "barn fresh" look was achieved with just enough of a distressed appearance to the paint to make you believe Bruce really did find this thing in a barn. The slick tank logo incorporates a metal hammer to honor Clay Cook's incredible metalwork (those are real scallops in the original H-D fuel tank), with the spark plug signifying the old-school hot rod feel of the bike itself.



And if the S&S L-series carb has you looking twice, there's good reason since they are becoming difficult to find. Equally as rare (if not more so) is the small air cleaner cover. These are the original, vintage S&S pieces, not reproductions. Quite fitting for a bike built to this level of detail.

You know, when you come to think of it, the only thing this bike is missing is the barn itself. —*Wordman*

Owner: Bruce Wyke
City: Fairfield, Ohio
Designer: Donny Loos, Bruce Wyke, Clay Cook

GENERAL

Fabrication: Donny Loos/Sucker Punch
Year and make: 1949 Harley-Davidson
Model: pan bobber
Assembly: Donny Loos
Time: six months

ENGINE

Year: 1949
Model: panhead
Rebuilder: Donny Loos
Ignition: Harley-Davidson points
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Donny Loos
Pistons: Drag Specialties
Heads: V-Twin
Cam: Sifton
Lifters: Sifton
Carb(s): S&S Series "L"
Air Cleaner: S&S
Pipes: Harley-Davidson

TRANSMISSION

Year: 1956
Modifications: foot clutch
Shifting: jockey

PAINTING

Painter: Josh Shaw
Color: flat blue distressed
Type: brushed

FRAME

Year: 1957
Builder: V-Twin
Type: straight leg
Rake: stock

ACCESSORIES

Handlebars: V-Twin
Handlebar controls: V-Twin
Fender(s): Clay Cook Enterprises
Headlight: 1928 Model A Ford
Taillight: 1933 Ford pick-up
Pegs: H-D floorboards
Electrics: Donny Loos
Gas tank: 1955 H-D/ Clay Cook Enterprises
Oil Tank: H-D
Oil system: H-D
Seat: Clay Cook Enterprises

Mirrors: none
Grips: Harley-Davidson

FORKS

Type: Springer
Extension: Stock
Builder: Harley-Davidson

WHEELS

Size: 16-inch front, 16-inch rear
Hub: Star
Tires: Commander whitewalls
Brakes: mechanical
Other Special Modifications: Scalloped gas tank, headlight, taillight and dash by Clay Cook Enterprises
Photos: Michael Lichter

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Meet September's Winner

Here she is, your September Fox Hunt winner, le femme Nikita, straight from the award-winning show *Le Femme Nikita*. You remember that one, right? The beautiful Nikita, convicted of a horrible crime she didn't commit, rescued from prison by a top-secret agency to do their bidding. Ladies and gentlemen, *Le Femme Nikita* herself, Ms. Peta Wilson! What? It's not her? Well who's this? Nikita Lea? Does she kill people? Yes, heart attacks count...OK, then, she'll do. Let see what we can find out about her. Holy shit, all you'll ever need to know can be found at www.nikitalea.com. For now, know that we had a blast teaming her with our NorCal lensman Mike Chase and plopping her down on top of Lino Campa's Bobber Ann by California Custom Cycles (you'll have to flip to Page 98 if ya want that explained).

—Agent Rico

Amber—Utah

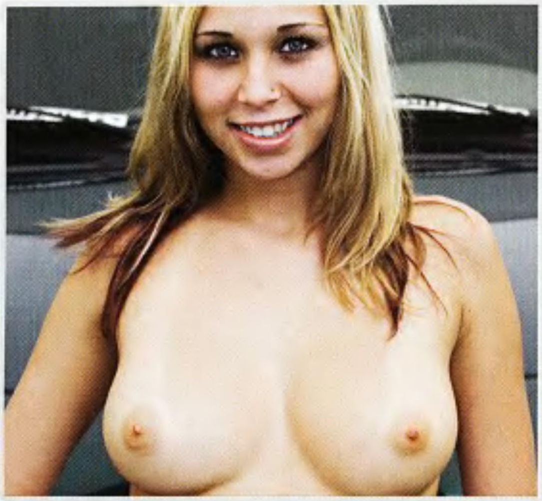
#0201

"On my first ride we rode through the canyons. The roar coming off the cliffs was exhilarating and the rush of the wind made me feel free."

Sarah—Georgia

#0202

"Riding on a harley is like wrapping your legs around a big strong man and not letting go until the engine stops running."



April—Virginia

#0203

"I've ridden on all kinds of bikes, but nothing makes my piercing vibrate like a Harley."

Cole—Pennsylvania

#0204

"Just like Harley-Davidson, I'm American-made. Ride American...or me."

Summer—North Carolina

#0205

"I met a woman riding her Harley during Myrtle Beach Bike Week. I told her I'd never ridden on a bike and she took me for a ride until the sun came up."

Mandee—Pennsylvania

#0106

"My friend Karen borrowed her boyfriend's bike and we rode together for a weekend. Nothing beats wrapping yourself around a hot chick and vibrating!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's drivers license.
3. A photograph of the model holding the signed release form and her drivers license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos (please submit at least three to five) must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #392 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 1, 2006. The voting deadline for this month's crop of cuties is January 30, 2006. We'll announce the winner in the June 2006 issue.

Here she is, the winner of October's Fox Hunt, the wicked hot Sophia from Maryland. So, get your heart started and keep yerself twiterpated for Valentine's Day, by coming back to see her next month.

392

FOX HUNT
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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Flying Low With The Stealthy Lady

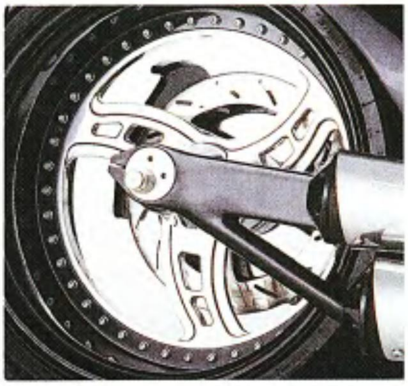
A No Chrome Chuck Pitt Custom

Chuck Pitt lives in the quiet country town of Furlong, Pennsylvania (its name derived from the local history of horse farms), about one hour north of Philly. But the only thing making ponies down those meandering country lanes is a bike Chuck calls "Stealthy Lady." At once both lethal looking, outfitted in stealth black sans chrome, it's also got the black

tie and tuxedo thing going for it, beauty and the beast as it were.

In the printing business for some 30 years, Chuck says, "My ride to work is a windy road between farms with no stop signs or stop lights." Asked if he sees anything like his bike sharing the lane with him, he simply says, "No."

Riding since he was 16, Chuck was always into customizing his bikes. After going through a café racer phase, he recently bought one of the first of the V-Rods. He immediately tore the new Harley completely apart, painted the all-silver bike black, added red 3-spoke PM wheels and tossed the forward controls in favor of custom rear sets. "So now the bike was what I thought it should be; with the revised seating position, you could go fast. I took it down to the V-Rod get-together at Biketoberfest, where Harley had about 50 or 60 V-Rods that people were calling custom because they had painted them. Five or six Harley factory guys came out and took photos of my bike. About a year-and-a-half later, my brother, who's also a



rider, calls me and says, 'hey, did you notice, Harley just made your bike. They call it the Street Rod.' I thought that was pretty interesting."

You get the idea. Form follows function with Chuck, making the most of a bike's potential and doing it his way. It all adds up to some forward-looking designs. Case in point, his Stealthy Lady built in conjunction with Larry Drake of Simon's Performance in nearby Penndel. The project started when Chuck was at Bike Week a couple years ago and caught sight of a Walz Hardcore Cycles frame. Calling Marcus Walz in Germany, they found they shared a similar inclination to minimal use of paint because the most interesting part of a bike was the flowing of its lines. Oddly enough back home in Furlong, he discovered a rolling Walz chassis, complete with Walz brakes and German-made Bicks wheels sitting in a small bike shop. The owner had run out of money and the parts were starting to gather dust. But not for long, Chuck would be taking it all home. "I wanted the opposite of the bikes I had seen that seemed tall to me and relying on a lot of paint and chrome. I wanted everything low and black."

The only color you see on the Stealthy Lady is the 1930s pin-up girl expertly airbrushed on the gas tank by Fran Drummond. There's not a drop of chrome on the bike. Chuck even powdercoated the S&S 124-inch motor satin black. More parts were shipped from Germany including a set of Fred Kodlin handlebars, while from Canada, a Roger Goldammer front end further accentuated the lines of the bike, and of course they were black powdercoated as well. So much for the black color requirement, now what about getting low? With a seat height of 14 inches, when Chuck climbs onto the bike, his head barely reaches his Harley riding buddies' shoulders. Mission accomplished.

Not into the show bike scene, he's only taken the bike to one event, the nearby Landsdale Bike Night, the largest one-night event on the East Coast with about 60,000 people showing up. "There were a couple hundred bikes being judged, all tall and all full of different paint. I told my friend I didn't have a chance in hell of winning anything because my bike didn't fit into the formula. I was on my bike getting ready

to leave after they gave out the awards, but my friend stopped me and said wait a while. And then they announced I had won Best of Show. I was stunned."

He wasn't too stunned to start another project. Chuck says, "My next bike is a bagger but with a very short wheel base with a 300 tire in the back and a 200 in the front. It's going to be called 'The Bulldozer.'" Stay tuned.

—Paul Garson

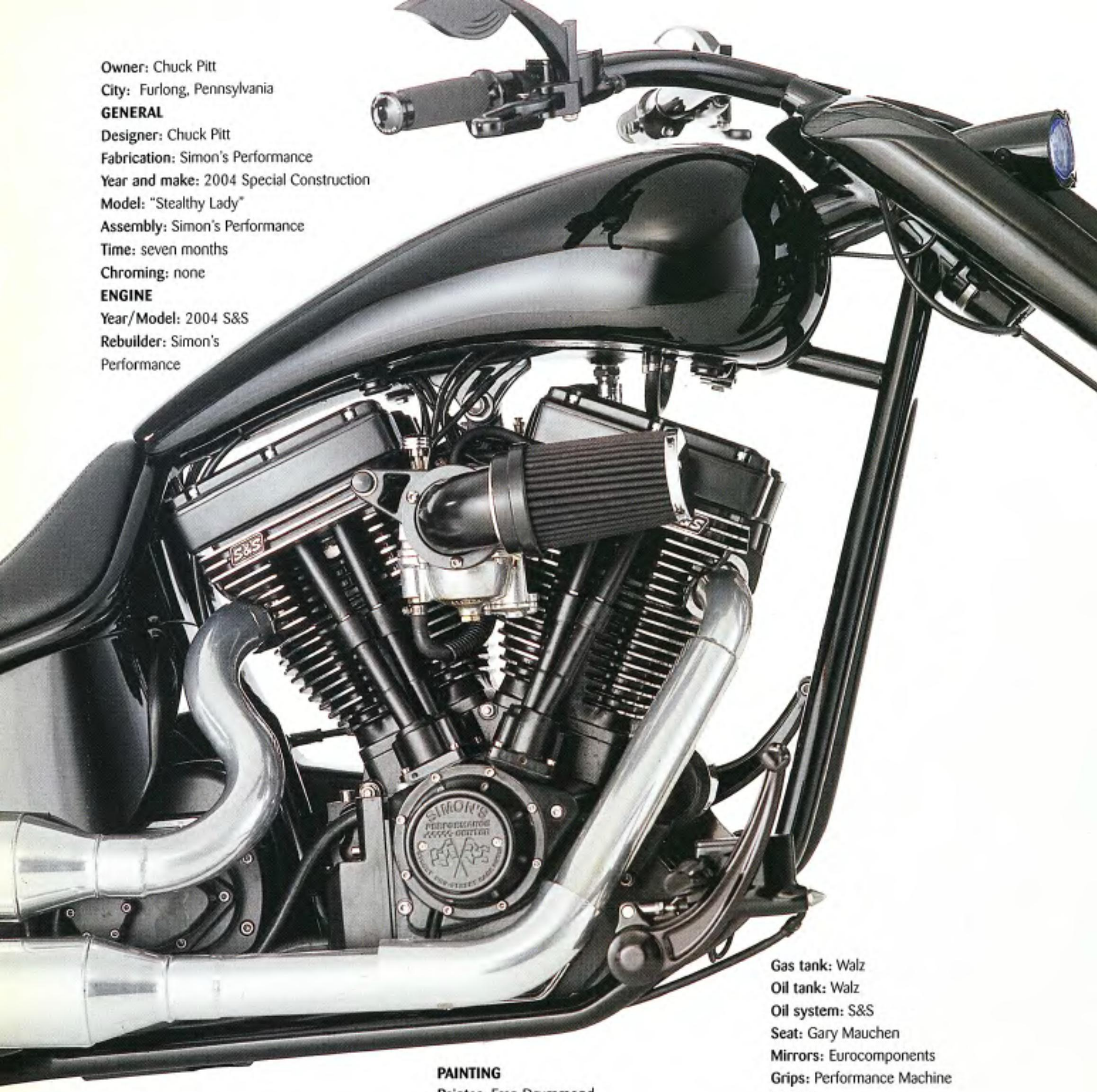
Owner: Chuck Pitt
City: Furlong, Pennsylvania

GENERAL

Designer: Chuck Pitt
Fabrication: Simon's Performance
Year and make: 2004 Special Construction
Model: "Stealthy Lady"
Assembly: Simon's Performance
Time: seven months
Chroming: none

ENGINE

Year/Model: 2004 S&S
Rebuilder: Simon's Performance



Ignition: Dyna 2000
Displacement: 124 cubic inches
Lower end: S&S
Balancing: Simon's Performance
Pistons: S&S
Heads: S&S
Cam: .640
Lifters: S&S
Carb(s): S&S
Air cleaner: Wimmer
Pipes: custom/Jet Hot non-bluing treated
Mufflers: SuperTrapp
Transmission: 2004
Modifications: Baker 6-speed

PAINTING

Painter: Fran Drummond
Color/Type: stealth black
Special paint: powdercoating

FRAME

Year: 2004
Builder: Walz Hardcore Cycles
Rake: 42 degrees
Stretch: none
Shocks: Progressive Air

ACCESSORIES

Bars: Fred Kodlin
Handlebar controls: PM
Fenders: Simon's Simon's Performance
Headlight: Cyclops
Pegs: Performance Machine
Electrics: Simon's Performance
Gas tank: Walz
Oil tank: Walz
Oil system: S&S
Seat: Gary Mauchen
Mirrors: Eurocomponents
Grips: Performance Machine

FORKS

Type: Goldammer
Extension: stock
Builder: Roger Goldammer

WHEELS FRONT

Size: 130/18
Wheel: Bicks
Tire: Metzeler
Brake: Walz

WHEELS REAR

Size: 18/280
Wheel: Bicks
Tire: Metzeler
Brake: Walz
Photographer: Joe Dell

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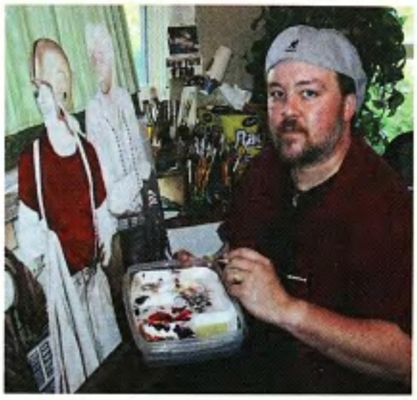
THE ART OF JOHN GUILLEMETTE

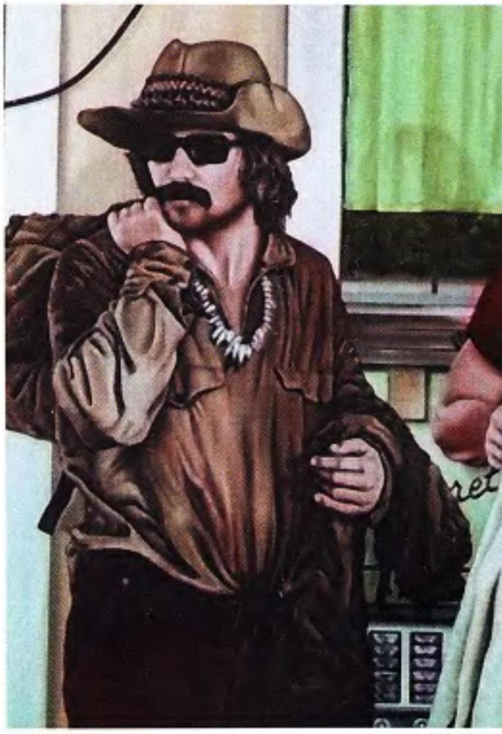
Easy Ridin'



John Guillemette from Revere, Massachusetts, i's a self-taught painter and muralist. He started producing motor-cycle-themed paintings and portraits about two years ago, with a painting of Captain America and Billy from the movie *Easy Rider*. He originally painted it for his personal amusement and collection, but when he saw that the local Harley dealer had some paintings and prints on their wall for sale, he brought it by for them to take a look. Within 20 minutes, John's painting was sold to a happy customer. A couple of weeks later he brought them another painting and it also sold quickly. He decided that he had found his niche.

Since then, John has found a growing and appreciative audience for his motorcycle-themed paintings. He looks to the bikers he has met at bike shows as the people who have inspired him the most. "They are supportive, down-to-earth and appreciate art that reflects their love of motorcycles." John is currently exhibiting his work at Ken and Marv's Motorcycle Expos. John says chopper builders Donnie Smith and Russell Mitchell have been very encouraging of his work and both own limited edition prints of some of his early paintings.

John's paintings are all done in oil on canvas and he is currently selling his original paintings and his prints, in both open and limited editions, from his Web

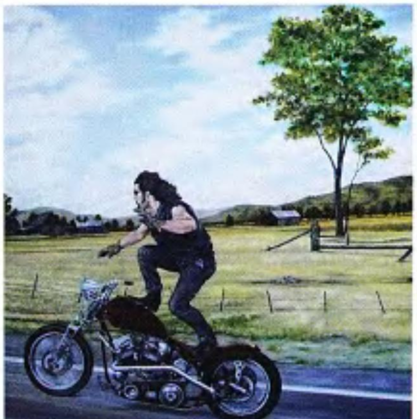


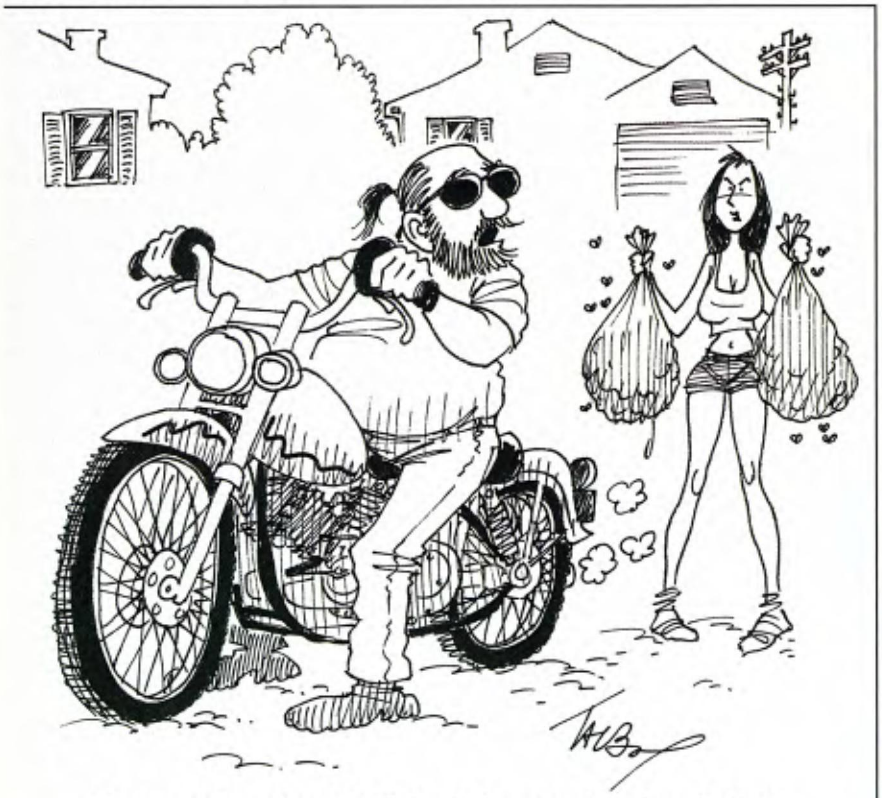
site (www.johnguillemette.com). He'll also paint bike portraits upon request.

The open edition prints are 18 by 24 inches on glossy stock, are hand signed by the artist and are just $15. His limited edition prints are constrained to runs of 200 total and vary in size and price. Those pieces start at $135. They are giclee prints, signed by the artist and come with a certificate of authenticity. What more could you ask for?

—Kit Maira

John Guillemette
781-289-8072
38 School St.
Revere, MA 02151
www.johnguillemette.com





"Dear, when I said I'd do it, I meant before I die!"

Images: courtesy of John Guillemette

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BOBBER ANN

Catch A Wave

Joe Cree and his California Customs crew of beach bum hooligans love custom bikes like fat kids love cake. It ain't bragging when it's true. Lino Campa is the owner of the beautiful black cherry bobber you are drooling over. He agreed to generously share a taste with us and of course we promised to use our manners and not wipe our faces on the tablecloth.

If you put your ear up to the Martin Brothers pipes on Lino's bike, you can hear the kind of surf music that would normally be blasting from the tin can speaker of a beach buggy. We swear it's true. When Joe was coming up with a nickname for this bike, he wanted something that would best reflect its personality. There were so many trips to the beach on it that the name "Bobber Ann" seemed just as natural as a Pacific coast sunset. Hoist yer coldy and sing along with us now—"Bob-bob-bob-ber Ann."

California Customs has officially designated it as "The Bobfather." This bike is the prototype that started as a one-off project and was so popular that it took its rightful place as the head of an entire family of California Customs' bobbers. Every member of this clan was born from the idea of grinding out a kickass bobber that stays true to the classical and minimalist design. They all commonly share springer front ends and have the lowest seat height of any California Customs model.

There was the initial challenge of working out the frame geometry, which was compounded by the nearly impossible feat of shoe-horning that plus sized, 124-cubic-inch S&S engine into the squashed down frame. Somehow they managed to find a way to get the

tanks to fit right and the rest was as easy as riding some tasty waves. Actually, here's their secret. This straight up springer is so low and rideable because of the California Customs combination, 2 inches less extension than normal, 36 degrees of neck rake, and 2 inches of out stretch in the frame. Joe told us that he is also really proud of the

hand-fabbed fender he made from a blank. Joe spent an ass load of time getting it just perfect. Speaking of perfect, isn't this month's Fox Hunt winner Nikita Lea a peach? Damned right!

But back to the bike. Daneen Bronson smeared on the coat of House of Kolor black cherry—specially blended to match the powdercoated frame. There are 17 models of California Custom rides with a huge list of options. All of them are available fully registered. You can get any of 'em as D.I.Y. kits, or "turn the key and roll" ready. They even have a "Shut up and ride" shirt that no one should be without.

Surf the Web to www.calcustom.com where you'll find their cafeteria-style, hand-built, one-off bikes that make ya want to ride the highway on into the sun.

—El Queso

Owner: Lino Campa
City: Monterey, California
Fabrication: California Customs
Model: 2005 California Customs Bobfather
Time: 16 weeks
Chroming: Valley Plating

ENGINE

Year/Model: 2005/S&S Super Sidewinder Plus
Rebuilder: S&S
Displacement: 124 cubic inches
Cam: S&S
Carb: S&S Super G
Pipes: Martin Brothers

TRANSMISSION

Year/Make: 2005 Prowler

PAINT

Molding: California Customs
Painter: Daneen Bronson
Type/Color: House of Kolor/black cherry
Special paint: ghost flames by Daneen Bronson

FRAME

Year/Make: 2005/Daytec
Type: Goliath STS 250
Rake: 36 degrees
Stretch: 2 inches up
Shocks: Legend Air Ride

ACCESSORIES

Bars: Narrow Drag Bars
Risers: none
Handlebar controls: Performance Machine
Fenders: Milwaukee Iron, modified by Joe Cree
Headlight: California Customs
Taillight: Kirk's Customs
Speedo: none
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: California Custom
Gas tank: Stretched FatBobs
Oil tank: chromed by California Customs
Seat: Corbin Shark Skin
Mirrors: none
Grips: California Customs

FRONT END

Type: springer
Extension: 2 inches under
Rebuilder: Joe Cree

WHEELS

Hub: Xtreme Machine
Size: 8.5 x 18 rear, 2.15 x 21 front
Tires: Avon
Brakes: Performance Machine
Model: Nikita Lea
Photos: Mike Chase

COME ON BRO, MAKE YOUR OLE LADY PUT HER TOP ON...WE CAN'T CONCENTRATE!
SHEP

THIRTY-FIVE AND

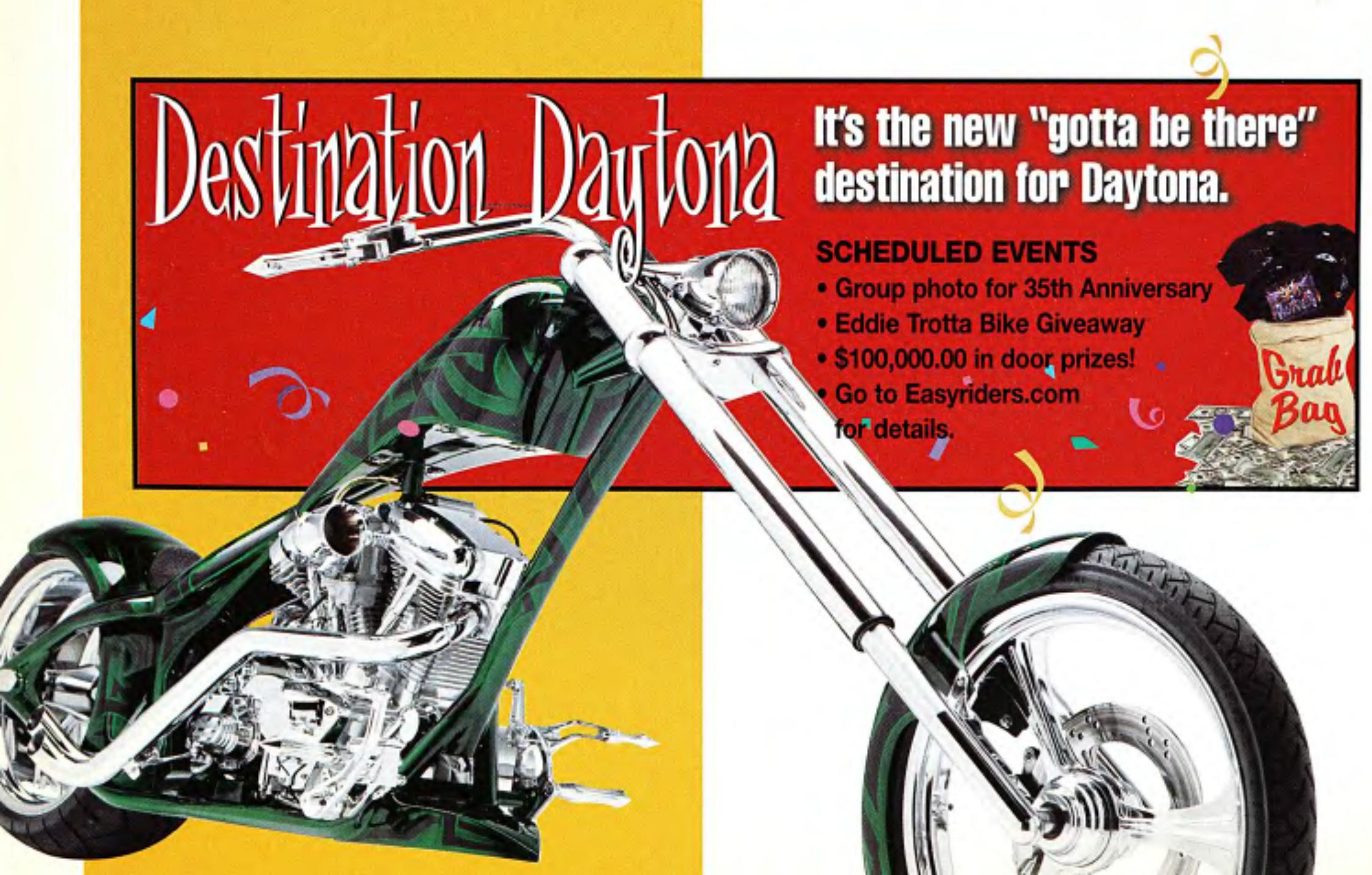
Say it ain't so! 35 years!! It seems like just yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* Magazine is now worth about $350? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 35th year and we want you to join us.

We'd like one of you to win the $70,000 motorcycle built by Eddie Trotta that we'll be giving away! Find out how by tuning in to our all new V-Twin TV series which debuts on SPEED Channel on Tuesday, November 29th.

Want to see yourself in the special *Easyriders* 35th Anniversary issue? It will recall the highlights of custom motorcycles and the Harley-Davidson lifestyle. Come by Destination Daytona – the new "gotta be there" destination for Daytona's 2006 Bike Week – and get into our group photo. Then be sure to update your subscription so you don't miss seeing yourself on the pages of *Easyriders*.

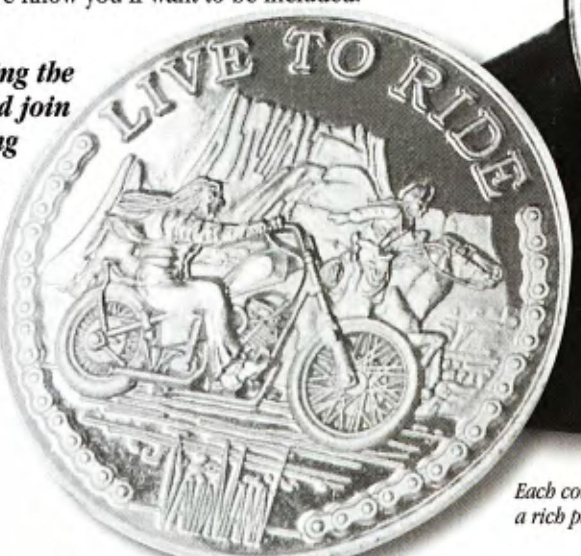
This limited edition coin is being offered exclusively to our readers. The number of coins minted will be restricted. No coins will be minted after June 30, 2006 and the dies will be destroyed.

Designed in memory of David Mann, the *Easyriders* 35th Anniversary, $35 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality their value may rise in time. The $35 face value of each coin is guaranteed forever by *Easyriders*, in exchange for *Easyriders* merchandise of equal value by the bearer of the coin at any time.



STILL ALIVE

A commemorative, limited-edition 35th Anniversary silver coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, The Ghostrider. Though this coin should go up in value (Remember what issue #1 is now worth!) it is guaranteed to always be worth at least $35 because you can spend it on *Easyriders* product at full face value – forever! By ordering early you'll have a chance to have your name listed among our loyal readership in a special section of the magazine dedicated to the memory of David Mann. We know you'll want to be included.



Thanks for taking the ride with us and join us in celebrating Easyriders 35th year.

Joe Teresi
Publisher

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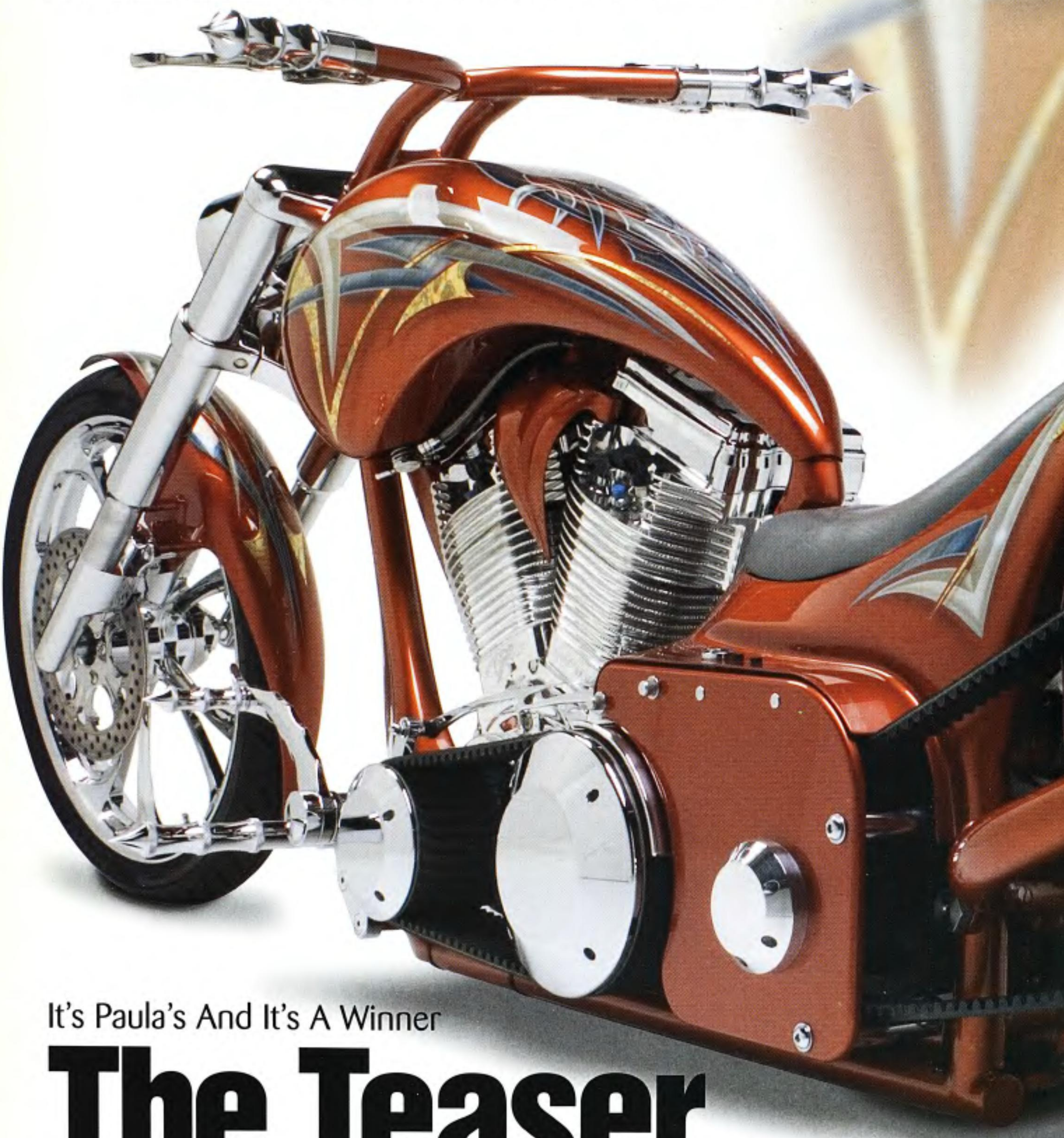
Mike Stafford wanted to come up with something different and exciting for his wife's new bike. He and the crew at MGS Custom Bikes in the high-desert town of Lancaster, California, certainly succeeded. Paula Stafford's new low-down, tangerine pearl stunner was put together just in time for last year's Artistry In Iron show, "And we were blown away at the response," Mike says. He should be. Besides that Artistry gala, Mike and Paula took the bike to the Grand National Roadster Show, the first time ever competing at that lofty level. And when it was all said and done "The Teaser" had beaten out both Chip Foose and Matt Hotch to finish in second place. "The judges spent two hours going over our bike," Mike says. "In the end I asked what separated our bike from the guy that won. They said it



It's Paula's And It's A Winner

The Teaser

boiled down to the detail that the winning bike carried its graphics right through to the underside of the fenders. Can you believe that? That's the level these bikes get judged at."

Okay, so maybe Paula's bike doesn't have its 14-karet gold and silver leaf on the undersides of the fenders, but it's got plenty more going on. Like a one-off Nothing But Customs frame that Mike converted to become the air tank for the mono-shock suspension. There's a piece of business those judges missed. Not leaving things at that, Mike put his sheet metal skills on display all over the bike, beginning with that frame. He used 16-gauge material to neatly skin the twin downtubes forming a chin spoiler at the bottom and carrying the smooth touch clear up to encase the neck area. The gas tank is more of

Mike's work, as are the fenders and enclosure beneath the seat. No question, there's a lot of sheet metal on this bike, but it's all done so tastefully, so well blended into the overall line, that it somehow seems to vanish.

"We made a real effort to make everything seem to go away," Mike says. There's an internal throttle, and just try to find a brake line on the bike. They're all hidden. Amazingly, this is the result of just three month's effort, and that includes the paint. Speaking of which, Mike is quick to credit his buddy David Little for that. "And what's really cool," he goes on, "is that I met Dave about three years ago. I couldn't find a painter I could rely on. I used to paint myself so I knew what I was looking for and, as it turned out, I didn't have to look far. Dave's shop was only about two blocks down the street from mine." Dave had worked his craft primarily in the street rod field and now limits his motorcycle work to MGS exclusively.

But show trophies and fancy paint aside, Paula rides this one plenty. "And that's a scene causing quite a stir on the street, I'll tell you that," Mike laughs.

—Joe Kress

Owner: Paula Stafford
City: Lancaster, California

GENERAL
Designer: MGS Custom Bikes
Fabrication: MGS Custom Bikes
Year/make: 2004 MGS
Model: The Teaser
Assembly: MGS Custom Bikes
Time: five weeks
Chroming: Valley Plating

ENGINE
Year: 2004
Rebuilder: H&L Performance
Displacement: 131 cubic inches
Cam: H&L
Ignition: Crane
Carb: S&S
Air cleaner: velocity stack
Pipes: MGS Custom Bikes

TRANSMISSION
Year/make: 2004 Baker
Shifting: 6-speed

PAINTING
Painter: David Little
Color: Tangerine Pearl
Type: PPG

FRAME
Year/make: 2004 Nothing But Customs
Type: hidden-shock
Rake: 45-degree neck, 6-degree trees
Shocks: Air Ride Technologies

ACCESSORIES
Handlebars: MGS Custom Bikes
Handlebar controls: Performance Machine
Fenders: MGS Custom Bikes
Headlight: Headwinds
Taillight: MGS Custom Bikes
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: MGS Custom Bikes
Oil tank: MGS Custom Bikes
Seat: MGS / Jesse Garcia Upholstery
Grips: Accutronix

FRONT END
Type: inverted
Builder: American Suspension

WHEELS
Make: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Markus Cuff

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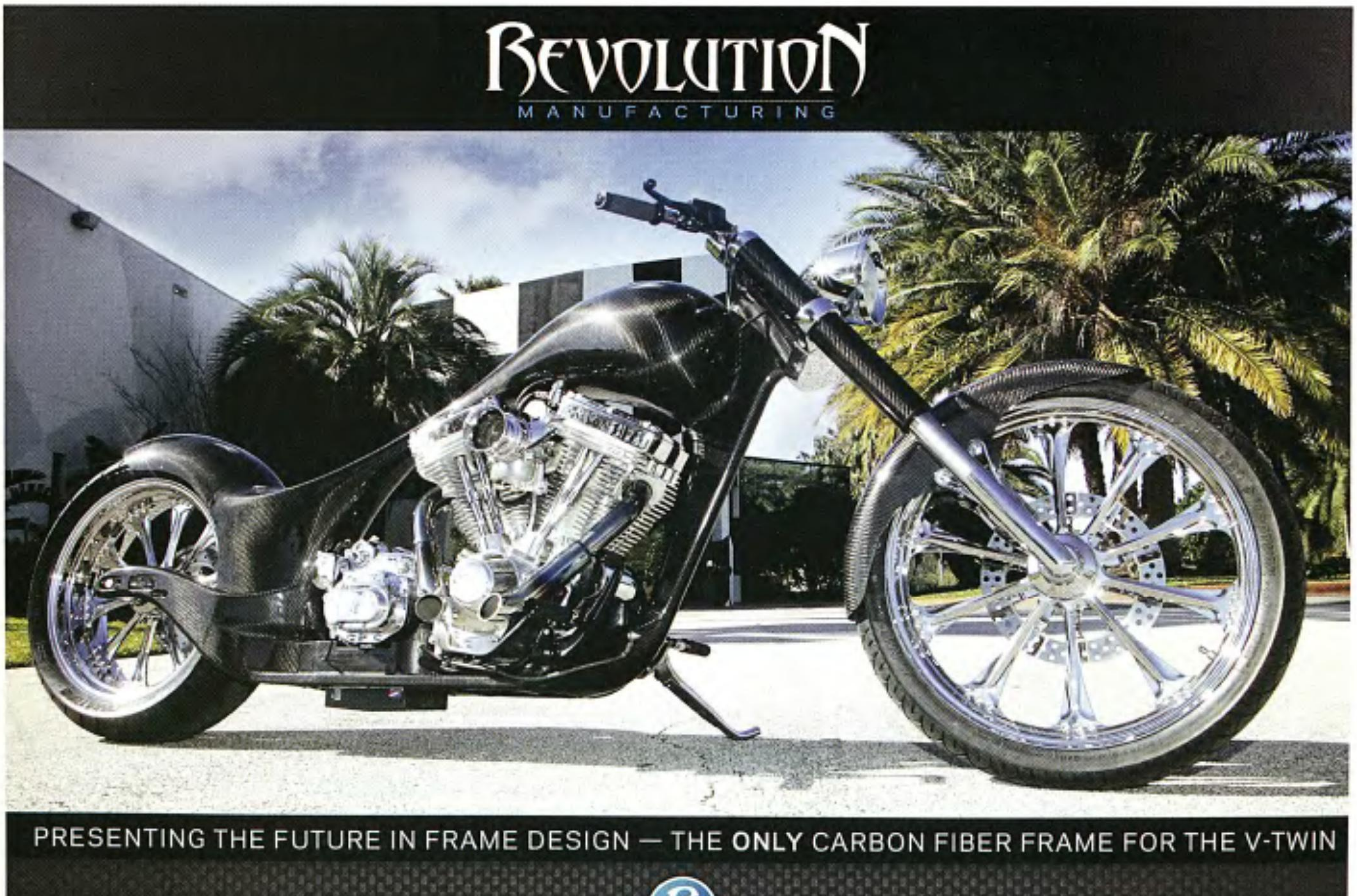
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PIPE DREAMS
A Short Lesson in Exhausting Fundamentals

Power can be ordinary, but it doesn't have to be. For example, a stock 74- to 88-inch V-twin motor pumps out somewhere between 50 and 62 horsepower, while a well-tuned motor of equal displacement with 10.5:1 pistons, free-flowing mufflers is good for roughly 80 to 98 rear-wheel horsepower or about 1.12 horsepower per cubic-inch. Lesser motor combos produce closer to 75 hp, while exceptional motors may squeak out slightly more than 100 hp. On average, the 90 hp range is realistic for an optimized pump gas-sucking 80-inch V-twin motor.

One of the most complex areas for a high-performance motor is the exhaust system. It is also one of the first parts changed on a Harley. Some owners make the change for increased performance, others for a more alluring exhaust note and still others for aesthetic reasons. Unfortunately, some exhaust systems offer more performance than others and it isn't based on looks. Moreover, the exhaust components (diameters, lengths and design) must be matched to the motor's other parts for optimized performance. Choosing an efficient exhaust system is crucial for good performance and having a rudimentary understanding into the workings of an exhaust system can save you a bunch of hard-earned cash and a lot of disappointment.

So let's look at some basic principles of performance exhaust so you can make a more informed decision when you're selecting the pipes for your bike. It's been said that the internal combustion motor is nothing more than an air pump. To make more power, more air must flow through the motor. This can be accomplished by improving the induction system with carb, cam and cylinder head modifications and by using an efficient exhaust system. In fact, a free flowing exhaust system plays a vital role in moving air through the motor and it is critical for increasing horsepower.

Many riders are looking for black and white answers identifying the perfect exhaust system, yet they are hard to come by. For example, an exhaust system that produces gobs of power on one motor can yield less power when installed on another. It is important to match the exhaust system to the motor's parts combination and the rpm band that you ride in. Think of the exhaust system as an integral part of the components that regulate airflow through the motor, it's like the nozzle on the end of a garden hose. Changing or altering any one component can affect the motor's performance, just as if you were turning the handle on a faucet.

Staggered duals or 2-into-2 systems are the pipe of choice by many motor builders due to their classic look, available pipe diameters and relatively lower cost. Some 2-into-2 mufflers have baffles that are removable and easily modified for maximum tuning options. Several pipe sizes are available, including 1 3/4-inch, 2-inch and 2 1/4 inch diameters. Some manufacturers offer stepped-pipe designs.

Straight pipes reduce backpressure for improved top-end performance at the expense of low- and mid-range torque. Throttle response and performance below 3,500 to 4,000 rpm is usually poor due to excessive exhaust reversion.

A properly designed exhaust system should create a stable pressure balance between the motor's intake and exhaust tracts within a given rpm range. In the case of a street motor, the 2,000 to 4,000 rpm range is typically most important, while roughly 5,000 rpm and above is most critical for a race-only motor. There is not an exhaust system that we know of that can work efficiently throughout a motor's complete rpm range. Therefore, priorities must be established and compromises made. Key factors governing exhaust system efficiency include: backpressure, blow-down, scavenging and reversion. These elements determine not only how much power the motor makes but also where in the rpm band that power occurs.

All motors need some amount of backpressure to be efficient, but too much or too little backpressure will reduce performance. Backpressure is flow resistance created within the exhaust system. Most all stock exhaust systems are very restrictive and create high levels of backpressure.

Blow-down refers to how efficiently combustion gases are expelled from the cylinder. Blow-down causes most exhaust gases to exit the cylinder before

A 2-into-1-exhaust system merges two header pipes into a single tapered collector. Most V-twin collector systems designed for street use employ a long, gentle tapering collector that widens the reflected sound wave over a greater rpm band for improved low- and mid-range torque. The Thunderheader is a unique 2-into-1 anti-reversion system that features a long collector design.

Due to header-pipe design, the stock exhaust system on a V-twin "bagger" forces most of the exhaust flow through the right-side muffler, severely restricting performance. Aftermarket dual-pipe designs are available that alleviate the stock pipe restriction. Some bagger owners opt to replace the stock exhaust with a 2-into-1 or 2-into-2 right-side-only system for improved performance.

High-flowing slip-on mufflers are available from the aftermarket. Some mufflers use removable baffles for tunability. Slip-ons are not only cost effective, but can out perform 2-into-2 designs because they keep the stock crossover pipe.

Drag bikes, like Rod Cavanaugh's AHDRA 124 Challenge class bike uses a stepped 2-into-1-header pipe with a relatively short reverse megaphone collector. The reverse-cone megaphone extends the motor's horsepower band, allowing the motor to turn a higher rpm under peak power, while still maintaining good mid-range torque.

the piston reaches top-dead-center (TDC) and is controlled in part by when the exhaust valve is timed to open. An early opening exhaust valve can increase the blow-down effect, but it is best matched with a high compression ratio and high-rpm operation since low-end power will be reduced.

Scavenging is the process where a column of fast moving exhaust gases helps suck the combustion residue from the cylinder and assists in bringing the new intake charge into the cylinder. The valve overlap period (when the piston is near TDC and the intake and exhaust valves are both opened at the same time) plays a big part in exhaust scavenging because at this time, the intake and exhaust tracts have access to each other.

Reversion is the backward flow of exhaust gases into the combustion chamber and intake port due to low exhaust velocity in the pipe and exhaust port. Reversion upsets carburetion, causes rough running and reduces power. It can be minimized by maximizing exhaust gas velocity, using anti-reversionary header design or through exhaust system tuning.

Tips for exhaust system selection: First, because of the many variables involved, there is no one magic formula that will calculate the perfect pipes and a motor. However, there are some principles you can follow when selecting an exhaust system or making modifications. Motor considerations include cubic-inch displacement, cam timing and the rpm range most important to the rider. The exhaust system variables include pipe diameter (cross-sectional area) and pipe length. Pipe diameter (inside diameter) is probably the most important factor in the selection process because it sets the torque curve. Increasing pipe diameter generally improves top-end power at the expense of low-end torque. However, changing pipe length can be used to move the torque curve either up or down the rpm scale. A shorter pipe will favor top-end horsepower.

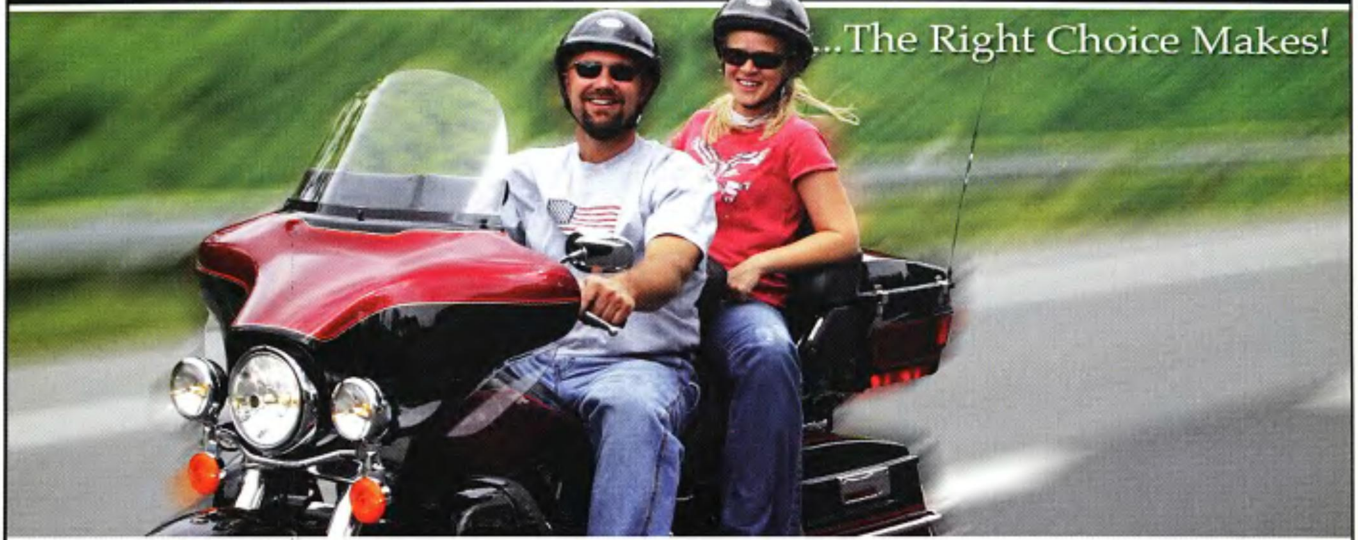
Shorty duals and straight pipes are examples of a 2-into-2 system, which is usually tuned for a narrow rpm band. Straight pipes typically improve power above approximately 4,000 rpm, which is great for a race motor that never drops below this rpm. But at low rpm, straight pipes generally create big dips in the torque curve, reduce throttle response and often make carburetor jetting difficult. Straight pipes can be designed with two, three or more increasing diameters. A 2-into-1 system uses a collector to take advantage of the secondary tuning pulses from each cylinder. The stock exhaust system is a 2-into-1 design; they feature a crossover pipe between the head pipes. These systems and aftermarket 2-into-1 systems allow for good power below the motor's peak torque rpm. Adding volume to the pipes moves the power band up the rpm band. When a motor's header pipes include multiple diameters, they are typically referred to as stepped headers. For example, the pipes may start at the cylinder heads with a 1 7/8-inch ID for 12 inches, then increase to 2 inches for a given distance and finally increase to 2 1/8 inches for the remainder of the pipe length. Each increase in cross-sectional area creates an additional tuning pulse that can improve torque while maintaining high horsepower at high rpm. It's sort of like having the best of both worlds.

Another feature some exhaust systems offer is anti-reversionary (AR), flanges in the header pipes where they meet the exhaust ports. This feature helps prevent excessive amounts of exhaust gases from backing up in the ports and re-entering the combustion chambers, thus diluting the intake charge and ruining carburetion. The AR flange shrouds the port, thus catching much of the back-flowing exhaust and improving performance especially at low rpm.

When choosing an exhaust system, keep in mind that it is an integral part of the components that regulate airflow through the motor. For the maximum performance, it's critical that all of these components be tuned together as a system for making power within a specific rpm band. *—Stroker*

Photos: Denny Dennish

What a Difference...



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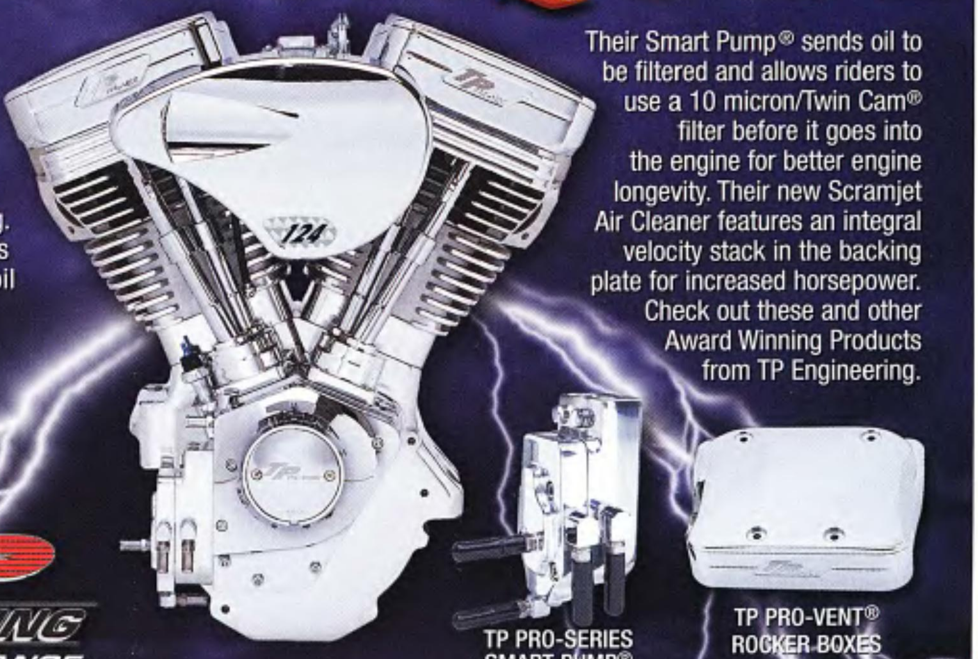

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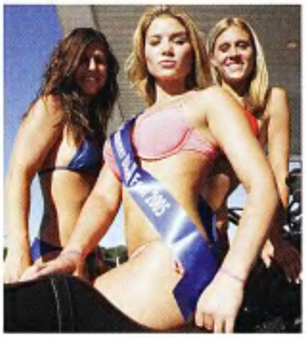

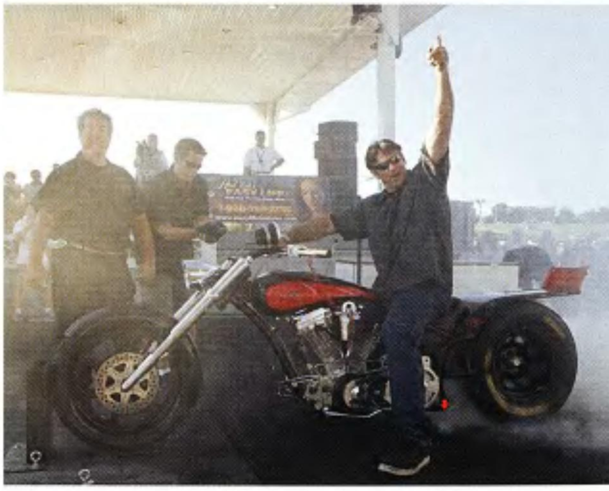

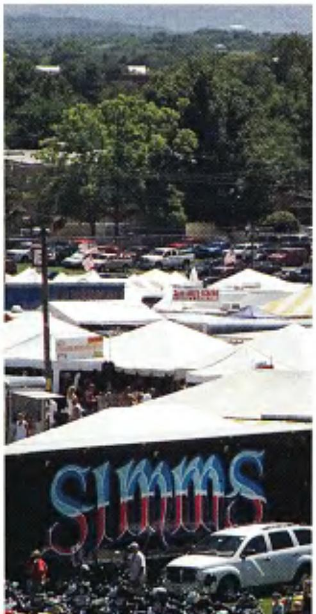
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throughout the year. In fact, way back in 1974, a couple of buddies, Bill Miller and Chip Miller, started this whole shindig.

Some three years ago, with the custom bike business basically exploding everywhere, the leap of adding a bike show must have seemed like the natural thing to do, especially considering that John Detrick, CEO of Carlisle Events and head honcho of the bike event, is himself an avid motorcyclist. He's good at what he does, which is how he got more than 35,000 like-minded folks to come to the Carlisle Fairgrounds to witness the fourth annual installment of what's become known as the Carlisle Summer Bike Fest.

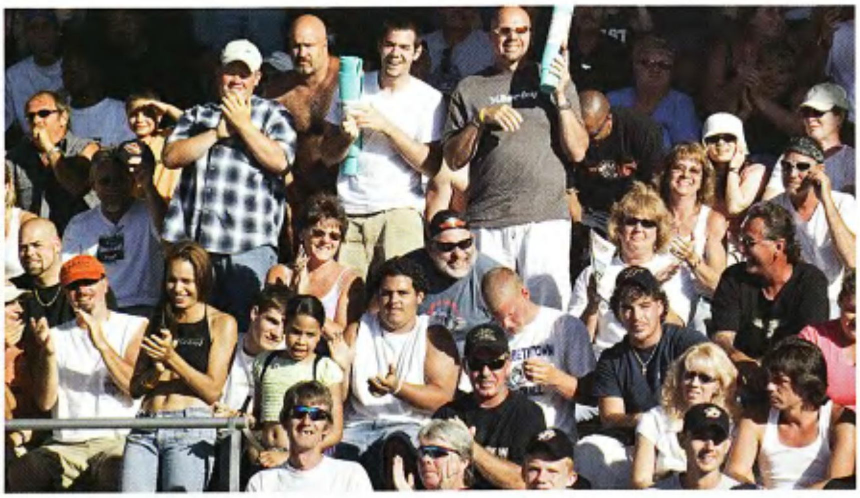
The place was packed and by just looking around, one could notice the sweat oozing out of everyone's pores. Sure, some of it might have to do with the fact that Biker Billy is here, feeding folks particularly pungent peppers, but it could also be because this is the end of July and temps are up—as is the humidity. But sweating is good for the body; it releases toxins and helps you lose weight, especially when combined with moderate exercise, such as walking.

Which is where the Carlisle Fairgrounds came in handy. With its 82 acres boasting more than 600 vendors, you could walk until your legs gave out. Four local Harley-Davidson dealers had set up a 19,000-square-foot paradise for the Harley fan, but regardless of whether you were looking for old parts, new parts, rare and unusual parts, or just wanted to soak up the atmosphere, Carlisle had something for everybody.

If you got tired of walking, or you just wanted to sit somewhere and be entertained, the Bike Fest offered plenty of that, too. There was the Teresi Dyno Drags, where you "race" other bikes and find out how many horses your bike had. American Cycle Performance had brought a dyno, too, for those curious enough to see what their rides were made of.

The StarBoyz street bike stunt team from Cleveland performed in front of the grand stands all weekend doing no-hand wheelies, stoppies, burnouts and other crazy tricks. And when they took their breaks, an emcee invited regular folks to participate in a burnout competition in front of an adoring crowd. The Koup's Cycle Shop-sponsored smoke got so bad sometimes, you couldn't see your nose anymore. The winner, by the way, was a pretty young lady, Adrienne Boger, who shredded her boyfriend's bike's tire to win—you guessed it—a new tire.

A trials competition showcased dirt bike riders balancing on and jumping off

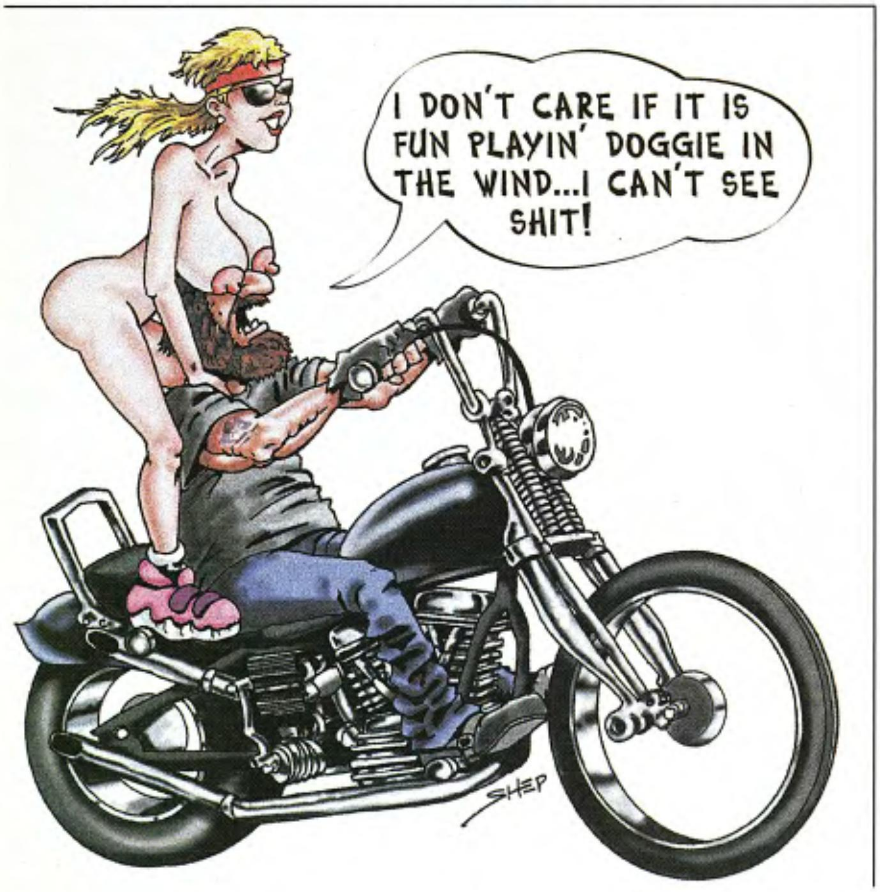


Photos: Kai Raecke and Michael Lichter

different objects without touching the ground or falling. There was food, food, and more food, wherever you went. For the more cerebral-minded, there was The Art of Horsepower roundtable, featuring knowledgeable folks like Jeff Clark from The Cycle Exchange, TP Engineering's Joe Chowansky, Dorian Swanner of Carolina Custom Products, Edelbrock's John Gabriel, Scott Hodgson of Progressive Suspension, HHI's Mark Thompson and Danny Fitzmaurice of Zipper's Performance.

The Custom Builder Roundtable featured a panel of the motorcycle industry's most talented professionals, including Dave Perewitz, Donnie Smith, Ron Simms, Roger Bourget, Eddie Trotta and photojournalist Michael Lichter. Michele Smith, of SPEED Channel's *American Thunder*, hosted the roundtable together with Aerosmith guitarist Brad Whitford, who hung out at Dave Perewitz's booth, pressed plenty of flesh and signed autographs the rest of the time.

A bike show was underfoot in Building Y, with one side dedicated to metric bikes, the other to American V-twins. The V-twin part of the competition was sponsored by our sister publication, *V-Twin* magazine and judged by one of its editors. The winner, Jason Sheets of Black Canyon Cycle in Hagerstown, Maryland, then had his '81 shovelhead photographed by Michael Lichter for a feature in an upcoming issue of *V-Twin*.



Throughout the weekend, the Carlisle Thunder Motorcycle Auction drew potential buyers and dreamers where a total of 138 bikes crossed the block. Most went for a lot less than what you'd have to shell out at a dealer's or even on eBay.

Numerous competitions were held over the weekend, with tons of prizes given away. Mauro Kisak of Monroeville won Best of Show in the Bike and Rider Judged Show with his 2003 Springer Softail built by Dave Wagner and G-Spot Engineering, while Heather Borkaski most impressed the judges with her nature-built assets and won the title of Ms. Carlisle Summer Bike Fest 2005 in the beauty contest sponsored by Easy Life Hot Tubs.

On Saturday evening, Leo Beers of Marysville won the 2005 Ninja ZX-6R provided by Koup's Cycle Shop and Cumberland Kawasaki in partnership with Carlisle Events. He attended with the Christian Motorcycle Association of Harrisburg and he plans to sell the bike and give the proceeds to the association.

On Sunday, Don Bick of Finleyville won a 2005 Harley-Davidson Softail, which was given away by Carlisle Events in partnership with Appalachian Harley, Laugerman's Harley, Susquehanna Valley Harley/Buell and White's Harley/Buell.

The Fairgrounds were open until about 7 p.m. each day, but if you thought a small town like Carlisle had nothing to offer the visitor at night, you're wrong. Both the Towne Tavern and the Market Cross Pub & Brewery are found in the historic part of town, which means, they have plenty of experience when it comes to keeping the thirsty and hungry traveler happy. Luckily, they're also within stumbling distance of most of the downtown hotels.

Everyone, from builders Eddie Trotta, Dave Perewitz and Donnie Smith, to the fans themselves, seemed happy. Hell, even Roger Bourget cracked a smile once or twice. Right there you can see that the 2005 Carlisle Summer Bike Fest was a rousing success and reason enough to have another one in 2006.

In fact, it's already in the planning stages and is slated to happen from July 12 through 23 this year. For more info on the event, lodging, or to see more of what you didn't see here, visit their Web site at bikesatcarlisle.com.

—Red Baron

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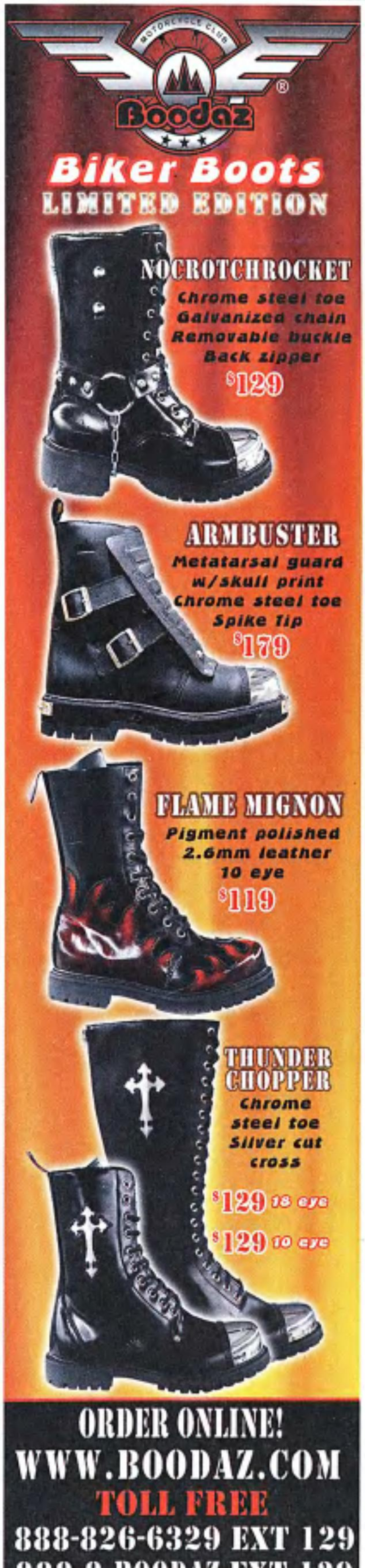
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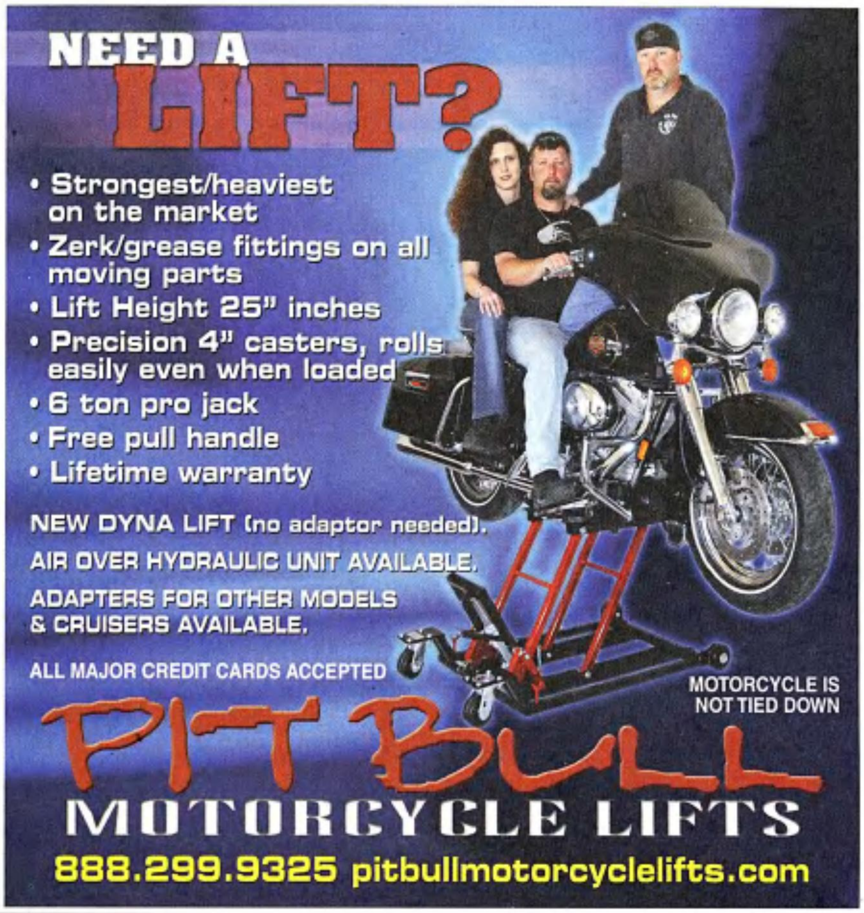

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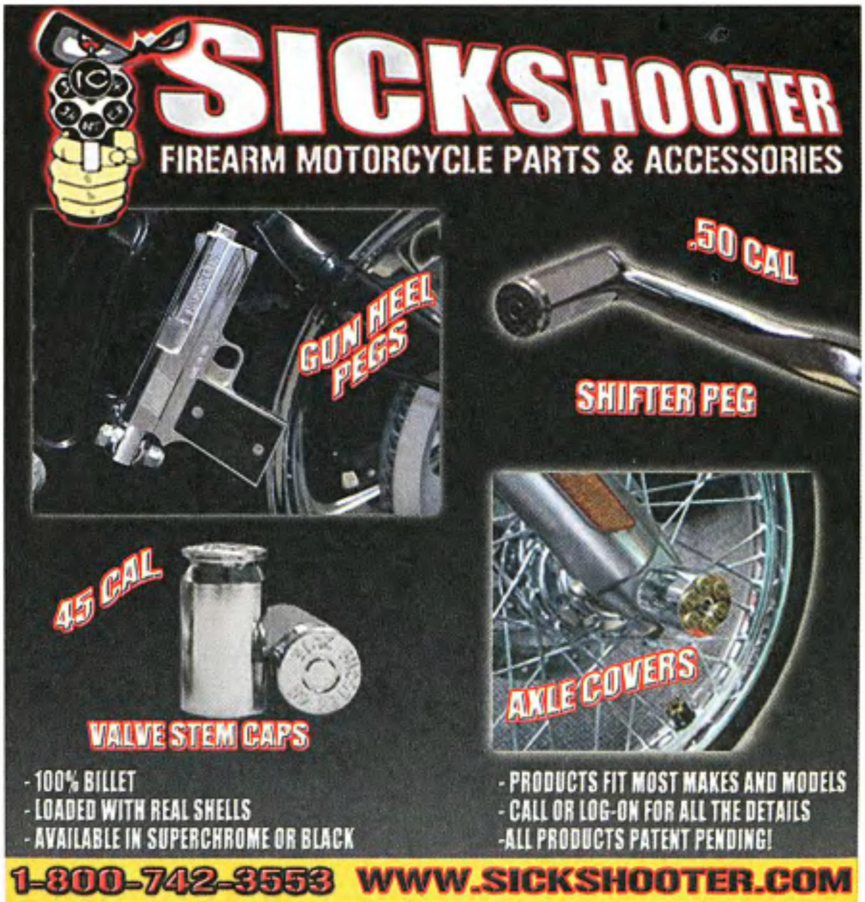

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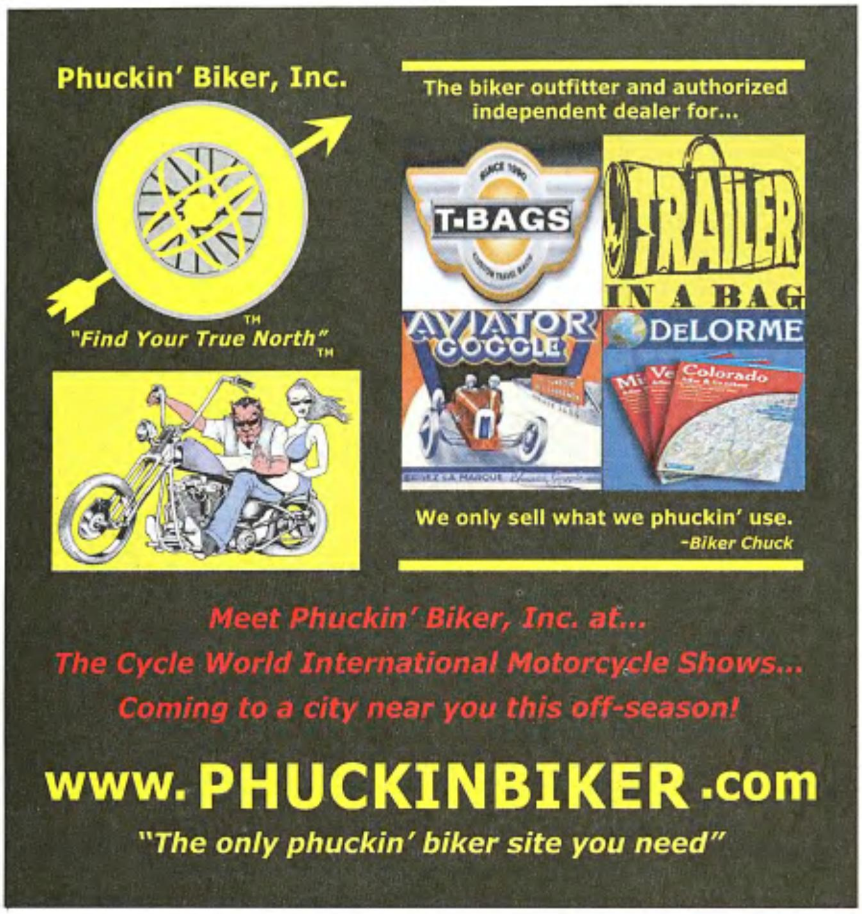
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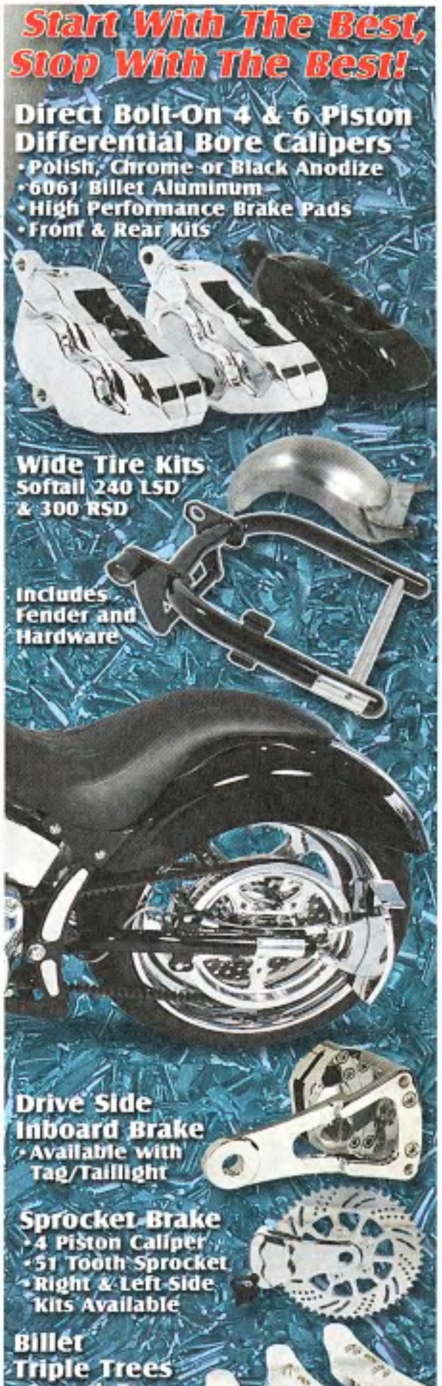
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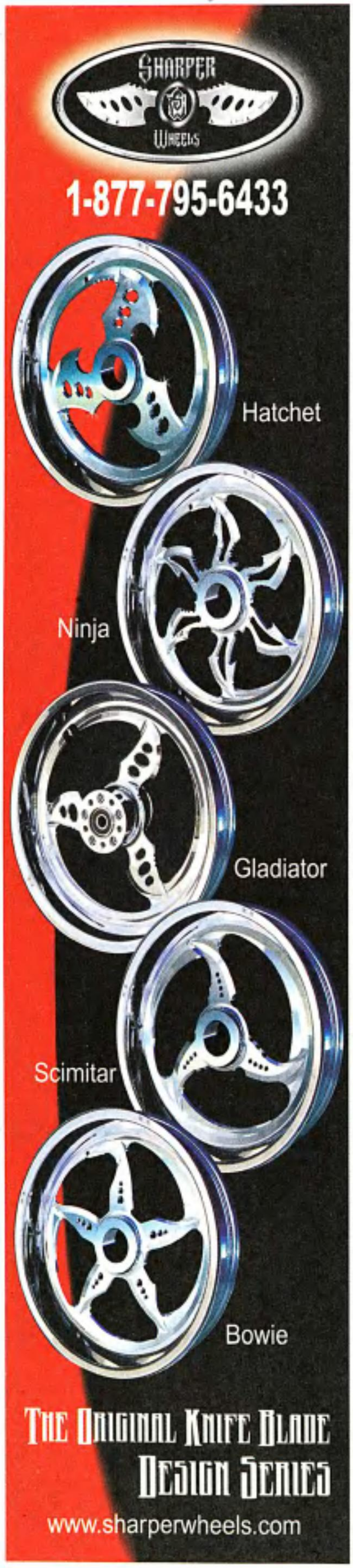
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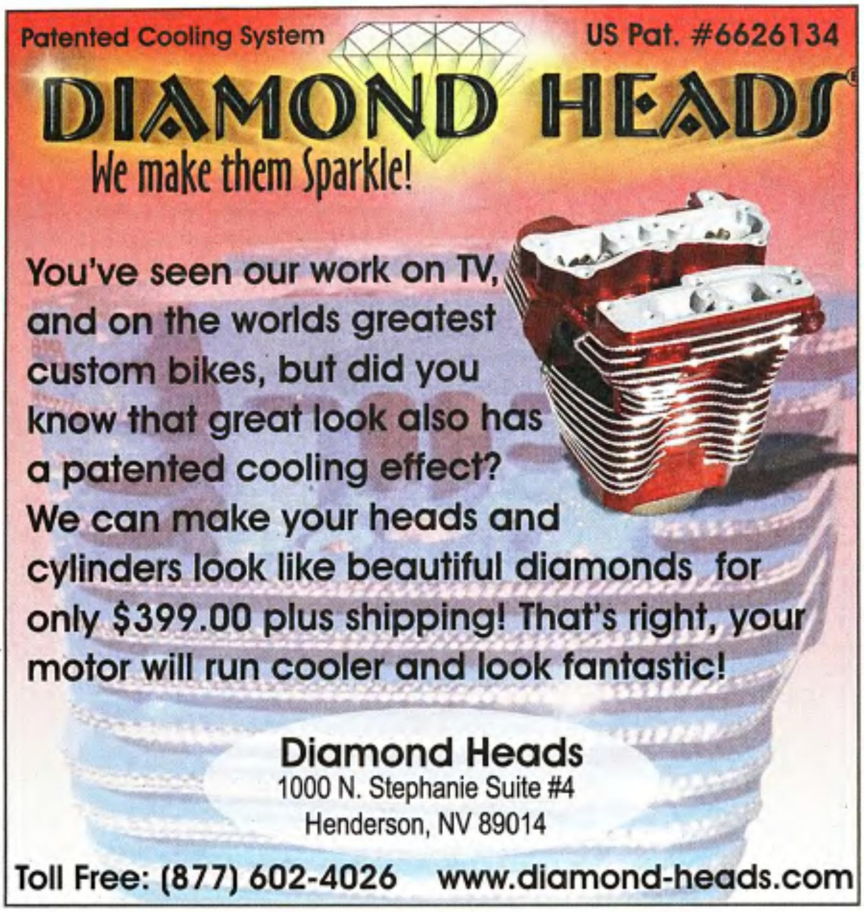
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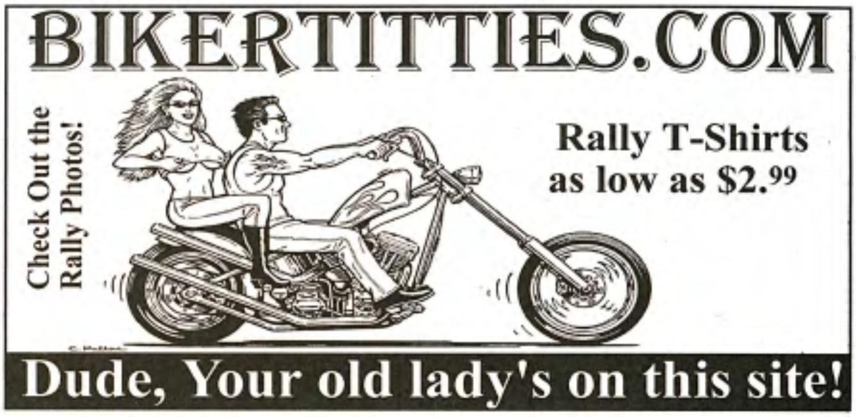

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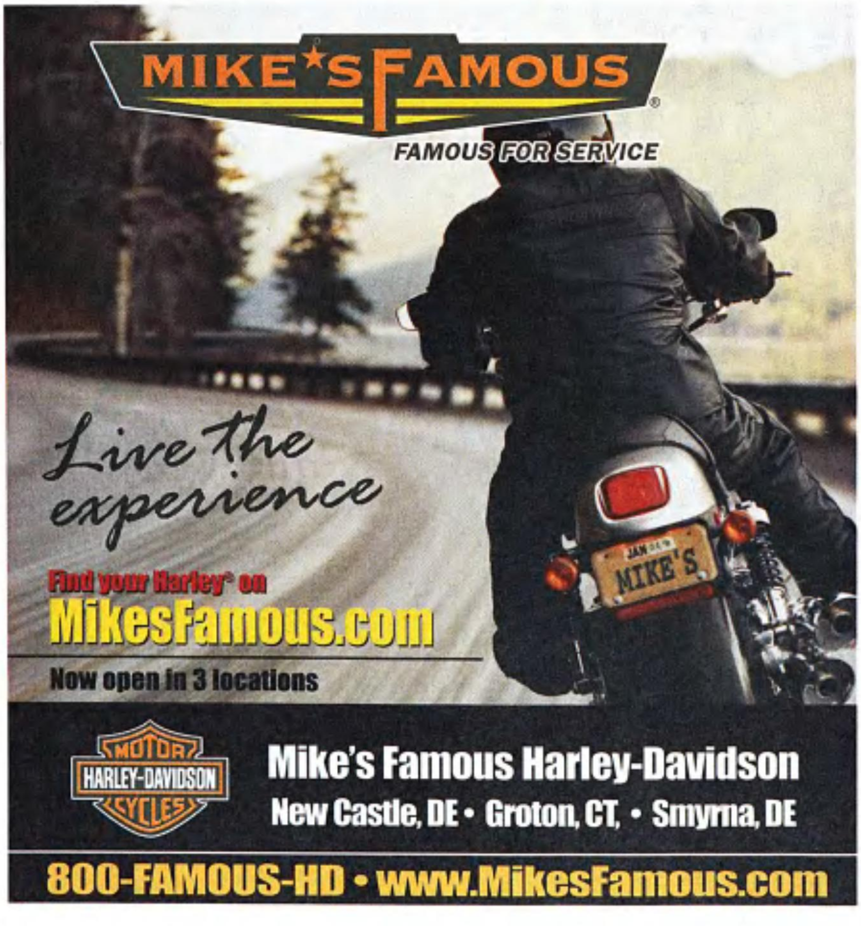
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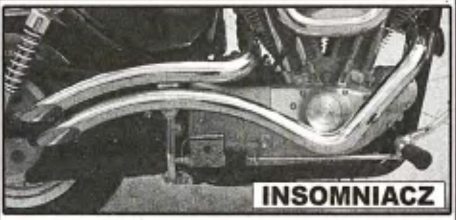

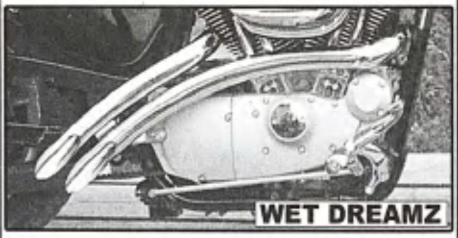

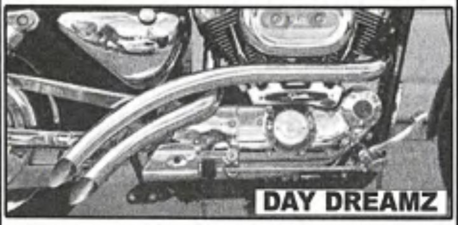

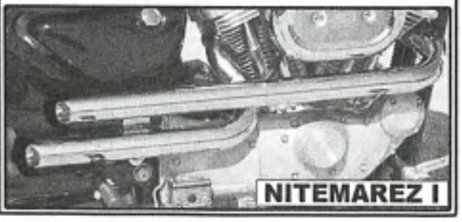

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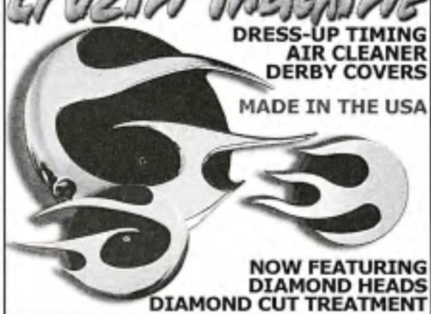

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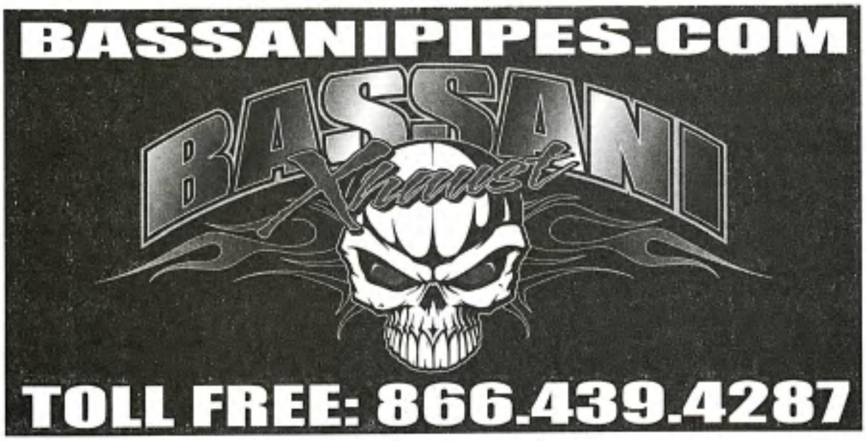
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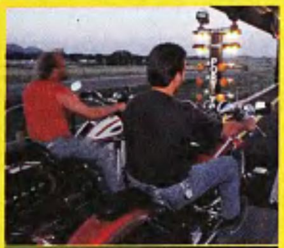

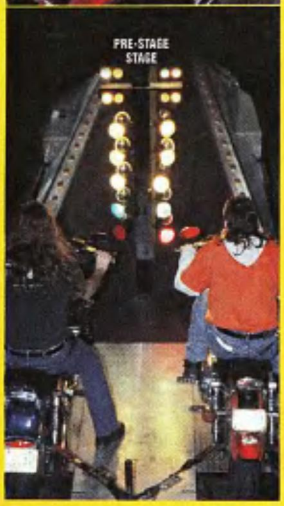

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With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

2006 SCHEDULE

Jan 7-8	2nd Annual Dyno-Drag Nationals - Pomona, CA
Jan 13-15	Available
Jan 20-22	Available
Jan 27-29	Available
Feb 4-6	V-Twin Expo - Cincinnati, OH
Feb 10-12	Available
Feb 17-19	Available
Feb 24-26	Available
Mar 3-12	Bike Week - Daytona Beach, FL
Mar 17-19	Specialty Motorsports-Bluffton, SC
Mar 24-26	Bikefest – Tampa, FL
Mar 31-Apr 2	Eastside H.D. - Bellevue, WA
Apr 7-9	Cycle Center - Fremont, CA
Apr 14-16	Available
Apr 21-23	Available
Apr 26-30	River Run - Laughlin, NV
May 5-7	Available
May 13	Harley-Davidson of Appleton, WI
May 17-21	(Bike Week) Myrtle Beach, SC
May 26-28	Bikers Dream - East Peoria, IL

June 2-3	Doc's Harley-Davidson-Kirkwood, IL
June 9-11	Gutterridge H-D in Danville, IL
June 15-18	Twin States H-D in Lebanon, NH
June 24	J&P Cycle Open House - Anamosa, IA
June 30-July 2	Honda Homecoming - Marysville, OH
July 7-9	Available
July 14-16	Available
July 19	JR's Smoke Shop - Irving, NY
July 21-23	Available
July 27-29	Honda Homecoming - Marysville, OH
Aug 4-6	Available
Aug 10-13	Full Throttle Saloon Sturgis, SD
Aug 18-20	Available
Aug 25-27	Hal's H.D. in New Berlin, WI
Sept 1-3	Abate of Minnesota-Litchfield, MN
Sept 8-10	Loess Hills Rally-Council Bluff, IA
Sept 15-17	Available
Sept 20-24	Reno H.D. in Reno, NV

Sept 29-Oct 1	Available
Oct 6-8	Available
Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 19-22	Biketoberfest, Daytona Beach, FL
Oct 27-2	Available
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 10-12	Available
Nov 17-19	Available
Nov 24-26	Available
Dec 1-3	Available
Dec 8-10	Available
Dec 15-17	Available
Dec 25	Merry Christmas

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

3RD ANNUAL DYNO-DRAG NATIONALS

Anyone racing in the 2005 year will qualify for the 2006 Dyno Drag Nationals.

Cash Prizes ★ Trophies Winners will be featured in V-Twin Magazine. $10,000 purse even last place will get $1,000!

Become a sponsor and reach over 3 million potential customers. Sponsorship Information call Alan Cabral 818-416-7320

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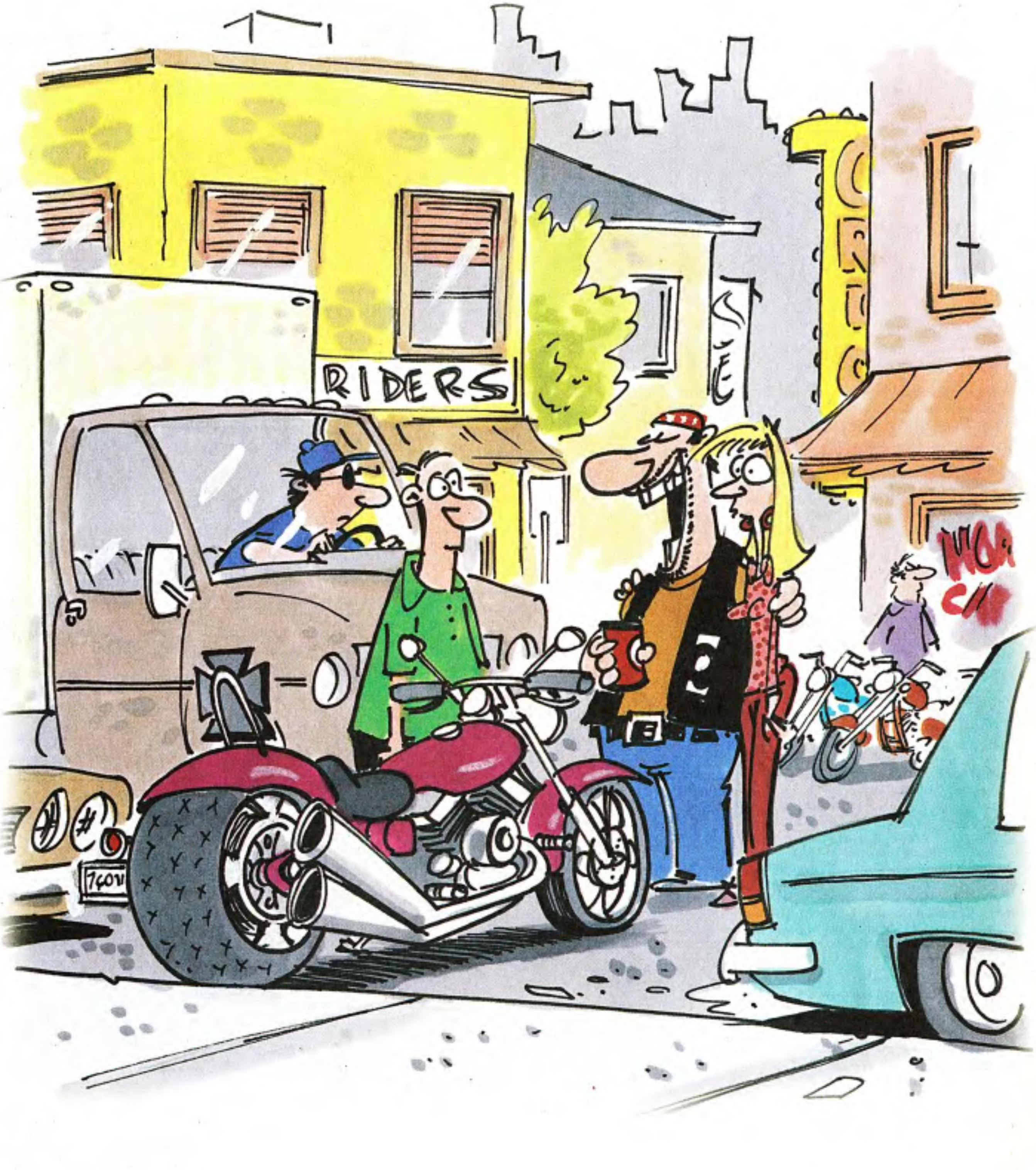

"Yep, I like my tires fat, my pipes fat and my women skinny!"

Motor Mysteries Revealed!

V-TWIN EXPO PRESENTS FOUR VIDEO SEMINARS

Ever wish you could sit down with the top motor builders and fuel injection experts in the motorcycle industry and talk shop? Well now you can! The V-Twin Expo presents three amazing video seminars fresh from this year's dealer trade show in Cincinnati.

ENGINE PANEL DISCUSSION

What are the biggest problems facing today's big inch motors and how do you overcome them? Find out from the country's top experts from **S&S Cycle, TP Engineering, Kuryakyn Wild Things, Zipper's** and **Axtell**. Your toughest questions will be answered from those who know. This 50-minute-long DVD is a must have if you are thinking about buying a motor that is 100 cubic inches or more. If you already own such an engine, rush to get this one-of-a-kind panel discussion by the gods of modern motor design.

ELECTRONIC FUEL INJECTION PANEL

Take the mystery out of fuel injection. Learn about the evolution of EFI and where technology is taking the motorcycle industry in this 47-minute-long DVD. Top professionals from **Dyno-Jet, Terry Components, S&S Cycle, Daytona Twin Tec,** and **Thunder Heart** discuss all important EFI issues and answer questions from motorcycle dealers across the country. With government regulations pushing carbureted bikes into extinction, this is the most important seminar you will ever see.

WAY OUTSIDE THE BOX

Successful businesses have leaders who consistently think outside the box. Now, motorcycle maverick, marketing consultant, sales trainer, author, and motivational speaker **John Wyckoff** offers his amazing and effective seminar, fresh from the V-Twin Expo. Way Outside the Box is a 57-minute DVD that will open your mind to new potentials in the two-wheeled world.

Wyckoff brings a lifetime of knowledge and insight to this highly entertaining and stimulating lecture and discussion. John was the recipient of the **2005 LIFETIME ACHIEVEMENT AWARD** at the V-Twin Expo "Excellence in Motorcycling" Awards. Now put the knowledge of this moto-master to work for you and your business!

CUSTOM PAINT MADE EASY

Whether you're interested in trying your hand at custom painting for motorcycles and cars for the first time, or you want some behind the scenes tips from the Master himself, Jon Kosmoski's enlightening video seminar will open up a whole new world of possibilities for you. Custom Paint Made Easy is a 56-minute video presentation by the king of custom paint, and founder of House of Kolor, Jon Kosmoski. Learn Jon's secrets to great paint, check out the latest technology and equipment, new products, and brand new techniques to keep you on the cutting edge of the custom paint universe. Kosmoski's seminars are known for their up-beat, lively style. We guarantee that you'll be highly entertained as you learn from the Master.

LIMITED TIME OFFER

Get any of these great DVDs for just **$12.95**, or get BOTH Engine Panel Discussion and Electronic Fuel Injection Panel for an ultra low $21.95 (plus shipping and handling). California residents add 8.25% tax. But act now, these V-Twin Expo Seminars are being produced in limited numbers and supplies won't last. Call toll-free 800-247-6246 or order on-line at: www.vtwin-expo.com CODE: DVD390

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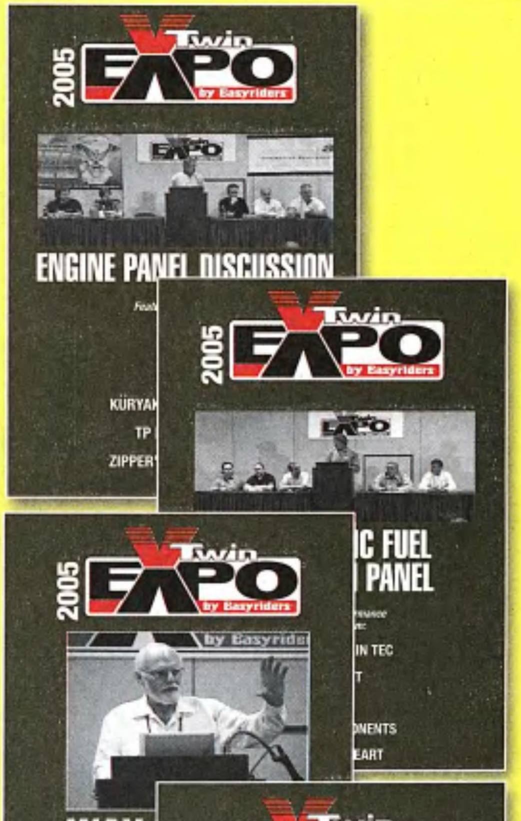


Big power plants can mean big problems if you haven't given enough thought to the frame. If the engine is the heart of your motorcycle, the frame is its skeleton. It holds the whole mess together. It is also the crucial component that determines whether your bike handles, or is a wall hanger. Fortunately there are literally dozens of frame manufacturers out there looking after the fine points for you. Like what you see? Give them a call, drop 'em a line or check out their Web pages. Be sure and tell them that your bros at *Easyriders* sent you.

—*Kit Maira*

EASYRIDERS' FRAME GUIDE

BILLY LANE'S BOBZILLA

The Bobzilla is based on the frame Billy used on the 1945 knucklehead bobber he built for his personal ride. It features a moderate rake and stretch that Billy says, "makes for a very light-feeling, well-handling ride." It's a traditional bobber-style, but with a wide rear end, built to accommodate up to a 280 mm tire. The downtubes have been replaced with a single section of elliptical tubing. It will accept any big twin from knucklehead to Evo and solid mounted transmissions.

Choppers Inc. 1243 N. Harbor City Blvd. #C, Melbourne, FL 32935; 321-757-7262; www.choppersinc.com

ATLAS FRAMES

Atlas Precision has designed a hidden-shock style chassis for the 2004 to present Sportsters. It is solid mounted in the frame with Atlas's custom mounting system for strength and durability. As with all the Atlas chassis, you can have any neck rake and any stretch. The chassis is set up to take any seat that fits a Softail, big twin forward controls and custom rear brake application. The chassis can be set up for a 180, 200 or 250 rear tire set up. They also offer a rigid chassis for the Sportster, also 2004 to present.

Atlas Precision, 16091 Kamana Rd., Apple Valley, CA 92307; 760-242-9111; www.atlasprecision.com

BIG BEAR CHOPPERS

Big Bear Choppers' Venom (comes in Chopper or Pro-Street versions) frame boasts a radius single downtube and the popular BBC, patent pending, Fang Tooth swingarm. The Reaper Chopper is for those that want an old-school rigid chopper look with comfort. BBC's Devil's Advocate (comes in Chopper or Pro-Street versions) can carry a 280- or 300-series rear tire. The D.A. borrows the single downtube and the Fang Tooth swingarm from the Venom, but is set up to turn a right-side drive tranny. BBC's rigid chopper is named the Merc and is a mixed breed of an early hot rod

rigid styling with today's tuned-up technology. The Sled 300 is a long and low, sleek, drop-seat profile pro-street style design. Available in 250 rear tire with a left-side drive or the popular 300-series rear tire and the right-side drive set up.

Big Bear Choppers, PO Box 1741, Big Bear Lake, CA. 92315; 909-878-4340; www.bigbearchoppers.com

BOYCE PRO-STREET FRAMES

Kevin Darling's Boyce Pro-Street, known for their light and fast 3-point rubber mount frames, is introducing the new Boyce hidden-shock frame. It's available in almost any size tire you want. All Boyce frames are constructed of DOM mild steel with billet aluminum bolt-ons to accent the look. "From show to go, the Boyce name has always stood for quality and what's new in designs." They also have a rigid 300 right-side drive frame too.

Kevin Darling's Boyce Pro Street, 1550 Vinci Ave., Suite 200, Sacramento, CA 95838; 916-991-4520; www.kennyboycemotorcycles.com

A CUSTOM CHROME TRIO: CHICA STYLE GOOSENECK RIGID

Custom Chrome's Chica Style Gooseneck rigid frames bring you wide tail sections to permit the use of wide series tires with full 11/2-inch rear belts and the 38-degree Gooseneck provides old-school chopper styling. Frames have fully machined axle plates and accept standard oil tanks.

250 CHOPPER FRAMES WITH SINGLE OR DUAL DOWNTUBES

These frames are made from 1 3/8-inch diameter DOM tubing for strength, and have a 43-degree neck angle. The manufacturer suggests you use 6-degree triple trees to bring the rake and trail back to the happy spot. They also say

the Santee axle plates are strong enough to hold up a 250-series tire. All frames come with 1-inch offset kit and axle. The frames have no tank mounts, so you can use any of the popular tanks on the market, and will accept 5- and 6-speed transmissions.

250 CHOPPER TALL BOY FRAMES

Santee's new dual downtube Tall Boy frames are fabricated of 1 3/8-inch seamless DOM steel tubing, they have CNC-machined blind axle mounts and will fit a 240/250-series tire, while using a standard left-side drive transmission. The frames are assembled on custom built welding jigs to accept Evolution engines including strokers, and 5- or 6-speed transmissions. Available in either a swingarm or rigid design, each frame includes an offset primary spacer and axle kit.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com

300/330MM WIDTH SINGLE DOWN TUBE FRAMES

Kustomwerks, a national motorcycle parts and accessories distributor, now has Kraft Tech's new single downtube frame for 300/330mm wide tires in either rigid or hidden-shock. Constructed of heavy gauge DOM steel tubing, each frame features right-side drive, CNC-machined necks, 1-piece welded-in transmission plate and Curved Dagger precision machined rear axle carrier with hidden 1-inch axles. The frame has built-in offsets to allow for spacing between the engine and inner primary cover, as well as additional spacing for the engine sprocket or pulley and a milled rear motor mount. Kraft Tech 300/330mm frames are available in downtube and backbone stretches of 2-inch/5-inch, 4-inch/6.5-inch or 8-inch / 8.5-inch and 38 or 40 degrees of rake.

Kustomwerks, 1200 S. Park Dr. Kernersville, NC 27284; 336-996-8690; www.kustomwerks.com

DOUG KEIM COMPOUND BOW FRAME

The Doug Keim Creative Cycles Compound Bow frame features CNC-machined neck, engine and tranny mounts, as well as a step-milled side-plate and aesthetic axle dropouts. Fully fixture-built and completely TIG-welded, the frame comes complete with swingarm, swingarm pivot axis, pivot axis fasteners, 1-inch rear axle, billet aluminum rear axle covers, oil tank and billet oil fill cap. The Compound Bow frame is available with neck angles of 38, 40, 42, and 45-degrees. Order it with any backbone stretch up to 8 inches and dropped-leg stretch up to a negative 2 inches. Standard chopper frame is 3 inches stretched in the backbone with 5 inches of stretch in the leg with a 40-degree neck angle. Standard pro-street frame is 6 inches stretched in the backbone, negative 2 inches in the leg, with a 42-degree neck angle.

Doug Keim Creative Cycles,
PO Box 2396, Monmouth Exec Airport, Farmingdale, NJ 07727; 732-751-1403, www.creativecycles.com

HOTMATCH HAS GOT THE FRAMES

HotMatch frames are available in 180/240 Hot Rod, Chopper and XL Chopper, rigid or hidden-shock, in single and double down tube designs. HotMatch frames include the swingarm with a flush mount 1-inch axle, primary spacer and oil bag in any rake and stretch you desire. Dealers inquire about quantity price breaks.

HotMatch Custom Cycles,
201 W. Truslow Avenue, Fullerton, CA 92832; 714-680-4362; www.hotmatchcustomcycles.com

ULTIMA FRAMES FROM JIREH

All Ultima frames include the front oil tank mounts and the rear axle. The wide-drives accept Evolution engines and 5-speed transmissions. These frames will accept 1984 and later flatside gas tanks and any hidden-shock oil tank. The Ultima wide-drives are available in rigid with various rakes and stretches to choose from. The 200-series frame accepts a 9-inch fender and a 200-series tire with the use of a 1/2-inch offset kit. For builders who want to go to the extreme, Ultima offers the 250 Ultra Wide Drive frame. This frame will accept an 11-inch fender and 250-series tire with the stock 1.5-inch belt.

Jireh Cycles, 10 Main St.
Festus, MO 63028; 877-681-0448; www.jirehcycles.com

TWO NEW FRAMES FROM KC CREATIONS

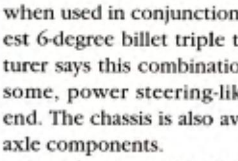
The Top Gun Chopper, by KC Creations, is a 6-inch up and 6-inch out frame with 42 degrees of rake that will fit a 280-300 tire with a belt or 330 tire with a chain. The 2-Lo Magnum frame is 0 inches up and 5 inches out with 40 degrees of rake and will fit the same tires as the Top Gun Chopper frame. Both of these frames can also be fitted with the new 260/18 Metzeler tire. The 2-Lo Magnum hidden-shock frame and the Top Gun Chopper hidden-shock frame retail for $2995 and the hardtail versions retail for $1,995.

KC Creations, 7524 Frontage Rd. Overland Park, KS 66204; 800- 821-9560; www.kc-creations.com

PAUGHCO SUPER STRETCH RIGID CHOPPER

Paughco's super stretch rigid chopper frame for 2006 is available in four configurations: 4-inch over downtubes with 2-inch extended backbone; 6-inch tubes with 3-inch backbone; 8-inch tubes with 4-inch backbone and 10-inch over downtubes with 5 inches in the backbone. The frames are also available in stock and ultra-wide versions to accept up to an 180 rubber with belt drive. While Paughco recommends no more than a 40-degree neck rake be ordered for use with stock trees, builders can go to 45 degrees when used in conjunction with Paughco's latest 6-degree billet triple trees. The manufacturer says this combination provides an awesome, power steering-like feel in the front end. The chassis is also available with hidden axle components.

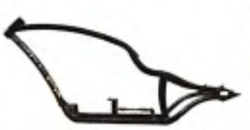
Paughco Inc., P.O. Box 21390, Carson City, NV 89721, 800-423-2621; www.paughco.com



PRO-PIRANHA MEGA-TUBE CHASSIS

Pro-One's Mega-Tube and Piranha frames are available in a large variety of configurations to provide the building blocks for assembling everything from your basic bar blasters to all out show machines. Mega-Tube hidden-shock frames can be ordered for use with 180/200/230/240 and 250 rubber, and with front legs in "curved single" or "straight double" downtube styles. Downtubes are offered with an additional 2, 4 or 8 inches of stretch. Backbones come with 0, 1 and 4 inches stretch for the double downtubes and 5, 6 and 8 inches on the single downtube. Frames feature an integral, 1-piece transmission plate with built in offset. Mega-Tube frames come with fender struts, swingarm pivot and bearings, rear axle and all necessary brackets. The Piranha hidden-shock chassis is offered in dual 1-inch downtube styles for TC88 power plants and with a single 2-inch downtube for Evos. Backbone stretches offered include 2-inch or 8-inch over with 5-inch or 8 inches in the legs. There's a pro-street option with 2-inch backbone and 38 degrees of rake. Rake on the hidden-shock is 38, 40 or 43. Piranha frames are also available in rigid styles and feature pointed axle housings with flush mount 1-inch axles, offset built into integrated 1-piece, transmission plate, CNC machined brackets throughout.

Pro-One Performance Mfg, Inc., 2700 Melbourne Ave. Pomona, CA 91767; 800-884-4173; www.pro-one.net



MAD WRENCH HARDTIME RIGID

The Mad Wrench says their Hardtime rigid frame is a "culmination of many customer requests." It features simple styling with many options. The frame features 1 1/2-inch tubing with a 1 3/4-inch backbone and an arched downtube. A 1-inch axle is included and the tranny plate integrated and structural. Flush mount dual element LED lights are built in the axle blocks with hidden wiring. The neck is machined ready for races and includes internal fork stop tabs. The Mad Wrench gives you your choice of 8 gusset styles. There are 5 standard rake and stretch combinations with optional customer specifications.

Mad Wrench, 4911 E Broadway, Tampa, Florida 33605; 813-248-4443; www.thewrenchonline.com

REPLICA VINTAGE FRAMES FROM ZOOM CYCLE

Zoom Cycle is offering authentic reproduction frames for vintage bikes. Featured is a replica wishbone frame with forged parts as in original in the neck, motor mounts, sidecar loops and more. This frame will house a panhead or shovelhead motor and, with the use of a front motor mount spacer, will also accept a knucklehead or flathead. They feature forged parts as in original in neck, front and rear motor mounts, sidecar loops, top seat yoke, floorboard tabs and rear axle plates. They have models for specific years, for maximum authenticity. Panhead models include 1948, '49-'52, '53-'54, and '54-'57 straight-leg versions. They carry reproduction frames for knucks and many other vintage Harleys.

Zoom Cycle LLC, 49 New City Road, PO Box 158A, Staffordville, CT 06077; 888-316-1994; www.Zoom4parts.com

KIWI INDIAN RIGID AND SPRUNG FRAMES

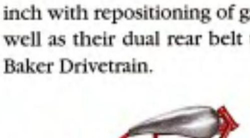
Kiwi Indian keeps cranking out cool stuff for old-school motorcycles. Their new sprung

and rigid frames fit their own manufactured V-twin flathead engine and they have a new frame in development with the same style that will accept Harley-style engines and either their leaf spring forks or modern hydraulic forks. Frames are made from DOM seamless tubing for high strength and are TIG-welded.

Kiwi Indian Motorcycles, 4183 Fairgrounds, Riverside, CA 92501; 951-788-0048; www.kiwi-indian.com

ARLEN NESS: Y2K-250 SOLID MOUNT FRAME

Arlen Ness' Y2K solid mount frame kits feature a billet aluminum swingarm with hidden-shocks. The engine is located in the center of the frame without offset for better handling. It features 1 3/8-inch tubing, extremely low seating position and radial styling. The billet aluminum swingarm features a hidden, 1-inch, chrome-moly axle, axle covers and teardrop accent covers that are removable for polishing or painting. The swingarm is pre-drilled to accept a Ness-Tech side-mount taillight assembly. The specially designed oil tank has a 4-quart capacity. Accepts V-twin engines including S&S' 145-inch with repositioning of gas tank mounts, as well as their dual rear belt transmission from Baker Drivetrain.



Y2K-250 RUBBER MOUNT FRAME

Arlen Ness' rubber mount frame accepts up to 250 series tires. It features a down-in-the-dirt seating position with rubber mount technology for a smooth ride. The 1 3/8-inch frame tubes feature large radius bends. Arlen's 2-inch diameter swingarm accepts standard drive or drive-side pulley/brake kits, and includes billet hidden axle covers. The frame accepts Evo or Twin Cam motors with appropriate Dyna transmission. Each kit includes frame, swingarm with billet aluminum axle covers, battery box, side covers, 12-inch Progressive Suspension billet shocks, billet aluminum fender struts and rear axle.

Arlen Ness, 6050 Dublin Blvd. Dublin, CA, 94568; 925-479-6350; www.arlenness.com

CHOPPER GUYS

Chopper Guys offers many different frames for builders. Maximus is a single downtube, right-side drive, extreme chopper designed for the massive 280-300 tire. It features medieval-style gussets and a weapon like look. The Pro-Max is also set up as a right-side drive, but with a long wheelbase and a low profile. It accepts the 280-300 tire. Their FXR replacement frames accept stock, aftermarket, or CG swingarm and stock or aftermarket late model FXR components. Their Old Style rigid bobber chassis is made to look like an original OEM frame, except all cast parts are CNC made. It accepts 4-,5- or 6-speed tranny and accepts a 180-200 tire.

Chopper Guys, 1633 Marine World Pkwy. Vallejo, CA. 94589; 707-557-CHOP; www.chopperguys.com

LOWLIFE RSD FRAME AND HARDLIFE RSD FRAME

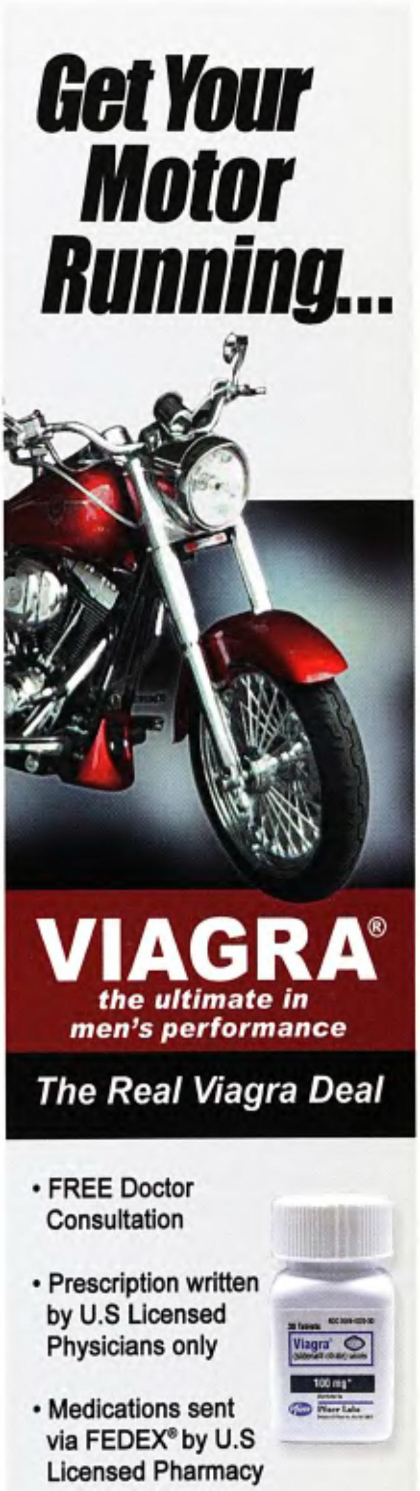
The new Lowlife and Hardlife kits start with a radial bent original frame, which features a 40-degree neck rake with a 7-inch stretch. The machined neck stem accepts press-in bearing races, so no need for fork cups. Solid machined, triangulated top motor mount and a low seat height provide a lower center of gravity. The engine and transmission is designed on centerline of frame and accepts Evo motors, or Twin Cam A motors with an adapter plate. Frames accommodate 240, 280 or 300mm rear tires.

Drag Specialties, PO Box 5222, Janesville, WI 53547-5222 www.dragspecialties.com

EXILE CYCLES FRAMES

Exile's frames are fabricated by Daytec to their specs. Each frame is built to order allowing you the exact rake, stretch and brackets you require. Their rigid frame can accommodate up to a 250-rear tire. A chrome-moly rear axle with polished stainless end-caps is included with each rigid frame. Their hidden-shock frame also can accommodate up to a 250-rear tire. The frame comes with swingarm, swingarm bearings, and pivot axle with stainless end-covers, stainless rock guard, and a chrome-moly rear axle with stainless end-covers.

Exile Cycles, 13209 Saticoy St, North Hollywood, CA 91605, 818-255-3330, www.exilecycles.com



J&P CYCLES MILWAUKEE TWINS FRAMES: MILWAUKEE TWINS RIGID WIDE DRIVE 200 FRAME

For your next wide, rigid chopper built with a 200-series tire and 1984-99 Evo motor, check out this Milwaukee Twins 200 series frame. Constructed of 1026 DOM steel tubing and TIG-welded at stress points, this wide drive rigid frame has a rake of 34 degrees and 4 inches of stretch in the downtubes. The legs are 1.25-inch O.D. while the backbone and seat posts are 1.5-inch O.D. both with .187 thick walls. Rear axle and front oil tank mounts are included. The Milwaukee Twins line is available exclusively at J&P Cycles.

MILWAUKEE TWINS MEGA-TUBE RIGID FRAME

You can run a 200 tire with 1 1/2-inch belt on this rigid Milwaukee Twins frame. Features 38 degrees rake, 4 inches of stretch and 1-inch of backbone stretch. Included with the frame is the rear axle and a fork cup kit. The offset is built into this frame; just use a 1/2-inch spacer between the engine and inner primary cover, and 1/2-inch longer spacing on engine sprocket or pulley. Like all Milwaukee Twins frames, this 1 38-inch mega-tube frame features, welded-in, 1-piece transmission plate providing the optimum driveline alignment. Made in the USA, this frame fits a 5-speed tranny & rear belt drive for a 1984-99 Evo motor. The Redneck springer front fork assembly works well with this frame configuration and a 21-inch tire (available from J&P).

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-318-6847; www.jpcycles.com

THREE FROM REDNECK ENGINEERING

"Bob This" is Redneck's twist on the bare bone bobber. The curved tubing gives the frame a vintage look. It can be outfitted with mid or forward controls and is available as a bare frame, chassis kit, roller or complete bike. There are models to accept big twin, Sportster/Buell and XB power plants. Their Curves model combines long sweeping radius bends for a "fresh, classic look." Finally their Drop-Seat frame gives a low seating height for a well-balanced chassis. All are available for tire sizes up to 300, left- or right-side drive, with many wheel and power train options to choose from.

Redneck Engineering, 107 Nix Rd. Liberty, SC 29657; 864-843-3001; www.redneckengineering.com

PYO DOUBLE TROUBLE FRAME

The latest addition to the PYO frame line-up features 7 inches of forward stretch and a 4-inch drop in the neck. The rake is set at 40 degrees and the manufacturer says to couple this with a set of their 6-degree Perse triple trees and you'll find the trail is perfect, making the bike steer and handle like a dream. They say that they also made special D-Bars for this chassis with 14-inches of pullback so the seating position stays very comfortable while the stance of this bike "looks like it's going 100 mph standing still."

Paul Yaffe Originals, 2211 East Indian School Road, Phoenix, AZ 85016; 602-840-4205 x228; www.paulyaffeoriginals.com

PMC SPOON-STYLE RIGID

Precious Metal Customs signature chopper frame has a seat height of only 18 inches, and accepts up to a 300-series tire with a 530 chain. Constructed of 4130 chrome-moly tubing, it will accept both Evo and Twin Cam 88A drivetrains. This frame is designed for the Dyna-style Baker right-side drive transmission. Twin Cam 88Bs have a different mounting system and are offered at an additional cost. Their frames are offered in a variety of frame dimensions and neck angles up to 46 degrees. The frame includes rear axle with nut, axle covers and hidden-fork stops.

Precious Metal Customs, Atlanta, GA; 678-494-4150; www.preciousmetalcustoms.com

AEC'S PRO-STREET STYLE FRAME

The Prowler Pro-Street-style frame is set up for right-side drive and can fit tire sizes from 240 to 250. Each frame comes with a shot-peened surface and features accessories including a swingarm with bearings, weld-on gas tank mounts, internal fork stops, built-in neck bearing cups, splash guard, oil tank, an integrated transmission plate and a 1-inch axle with axle adjusters and covers.

AEC/Prowler, P.O. Box 40957, Downey, CA 90239; 800-252-3552; www.goprowler.com

ROLLING THUNDER: THE HYBRID

Rolling Thunder's Hybrid is a combination of their signature SLX series hidden-shock frame with a triangular swingarm. A 1-piece seat post and backbone made from 2-inch tubing integrates with 1 1/2-inch down tubes coming together at the tubular in-board uprights. The manufacturer says it gives the "aesthetic benefits of Harley's Softail with the comfortable seat area of their slim frame, allowing you to ride comfortably for hours on your 330mm tire."

44 MAGNUM SLX SLIM

The SLX Slim is a right-side drive, hidden-shock frame. The front end is narrow in the seat area with in-board uprights, exploding out to a fat 330mm centered rear tire. The manufacturer says it is unique because if you want to put a 300mm tire on your bike next year, all you have to do is buy a new swingarm and use your existing front section. The oil tank sleekly follows the contours of the frame and holds the battery in its standard location. It is available in four different configurations.

250MM/330MM MODULAR SOFTAIL

Rolling Thunder says their right-side drive, hidden-shock frame allows for the widest variety of options available on a massive tire frame. They will build it in any rake and stretch. The motor and the tranny are center lined for use with a 1/2-inch Baker tranny pulley offset kit. They have made changing the belt easier by designing the frame so you only have to loosen the axle adjusters and push the rear tire forward to remove the belt.

Rolling Thunder, 1810 Ford Blvd., Chateauguay, Quebec, J6J 4Z2 CANADA, 450-699-7045; www.rollingthunderframes.com

AMERICAN MADE FRAMES

American Made has a wide variety of frames for 250, 300 and 330 right-side drives. The 250 is also available as a left-side drive, in any stretch or rake. They also have a few rolling

chassis available from 300's and 250's which come with a full list of quality billet parts, tanks and fenders. American Made also can supply the rest of the parts you will need to finish your complete bike.

American Made, 8727 Utica Ave. Rancho Cucamonga, CA 91730; 909-484-0436; www.americanmademc.com

EUROCOMPONENTS' DRAG FRAME FOR 300 TIRES

The Eurocomponents' Drag frame may be the perfect starting point for your custom project. This hidden-shock frame features a drop-seat position, which gives the bike a very low and aggressive dragster look. Seat height is 4 inches lower than standard. Frame parts and swingarms are constructed with a 3D CAD system and assembled on a QM system 9001. Frames are designed to fit stock and most aftermarket engines and Twin Cam B engines. Drag frames can fit up to 300mm tires. They are available with any rake and stretch for left or right side drive, and now they are available with single downtube.

Eurocomponents Inc, 1 Festiva Street, Daytona Beach, FL 32114; 386-274-5729; www.eurocomponentsusa.com

A LEGAL STEROID

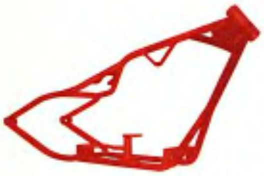
Sculpture Cycles builds these patent pending Steroid frames for the 280- to 400-series tires. The frames are made of DOM steel tubing, completely TIG-welded. The oil tank is part of the frame; the solo seat sub frame has receptacles for either a passenger seat or rear fender, a low seat height of 20 inches and 5 inches of ground clearance. Apart from this monster frame, Sculpture Cycles also offers many frames they import from Germany, Austria and Holland.

Sculpture Cycles, 260 S. Alma School Rd. Suite #126, Mesa, AZ 85210; 480-833-0998; www.sculpturecycles.com

RC COMPONENTS: CURVED DOWNTUBE FRAMES

RC Components' new curved, single downtube frame consists of 1 3/8-inch steel tubing throughout and 1 3/4-inch tubing for their curved downtube model. The frame is offered with any style of RC swingarm, including the new 300 Phantom and also as a rigid. All RC

Components frames are available in almost any rake and stretch and are set up for Evo power plants.



330 DROP-SEAT FRAME

The 330 Drop-seat frame allows you to build your bike using the new super wide 330 tire. This frame is available in either a rigid or hidden-shock model and comes with your choice of any rake and stretch. Plus, all hidden-shock models feature RC's exclusive phantom swingarm.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101; 888-721-6495; www.rccomponents.com

ROWE MACHINE COMPANY

Rowe specializes in a unique line of custom frames and components. Rowe has been in the aircraft, racecar and motorcycle field for 28 years. They currently manufacture an extensive line of pro-street custom rubber-mounted frames for Harley-Davidson as well as components, including a rigid, 3-point rubber mount frame, their Pro-Street Fatsta for Sportster power plants, a Sportster hidden-shock frame and big-twin hidden-shock frames in solid mount and rubber mount styles.

Rowe Machine, 148 Batchelder Road, Seabrook, NH 03874; 800-531-6301; www.rowemachine.com

STAMPEDE CHOPPER & PRO-STREET FRAMES

MC Advantages' Stampede Frames offer many design options. The frames fit a 200-330 swingarm with a customizable rake, stretch, stretched backbone, curved downtube and left-side or right-side drive formation options. Each frame comes with CNC-machined mounts and side plates. They are completely fixture TIG-welded for added strength, featuring 1 1/2-inch frame rails, 1 3/4-inch backbone, and a 2-inch single downtube made of DOM tubing. The swingarms have hidden axle adjusters, flush mount side plates and axle housing. An internal fork stop plate is included. Center-fill, top-mount oil bags are available. Options for the frames include a drop seat and a curved radius downtube.

MC Advantages10440 NW 54th Avenue, Grimes, IA 50111; 800-726-9620; www.mcadvantages.com

THREE FROM NYC CHOPPERS

NYC Choppers has three new frames this year. Their wishbone is their largest seller and is available in rakes from 30 to 38 degrees and it will fit up to a 230 rear. They also have a single downtube hidden-shock frame that they say has been attracting a lot of interest. Their chopper single downtube features pointed axle plates, single downtube and are available with custom details for the customer, including RSDs. All frames can be built to customer specs or as completed finished manufactured VIN, DOT, NHTSA approved bikes. All frames come with a VIN number that can be registered for use in Canada.

NYC Choppers, 548 W. 53rd St., New York, NY 10019; 212-643-6200; www.nycchoppers.com

U.S. CHOPPERS' BOARD TRACK CHASSIS

U.S. Choppers' board track chassis specs feature low slung weight distribution for easy handling and rider confidence. The motor is angled forward to distribute more weight to the front end allowing increased front tire bite for aggressive cornering. The tranny is elevated to eliminate any driveline components from possible scraping in a deep turn. The driveline is center-lined in the frame for balance and symmetrical lean angles in both left and right turns. They say their single-loop engine cradle will accommodate lean angles of up to 45 degrees. The medium wheelbase accommodates movement around the bike while riding as well as inspiring confidence at all speeds.

U.S. Choppers, 2039 S. Lyon St. Santa Ana, CA 92705; 714-546-4699; www.uschopper.com

XTREME CYCLE DESIGN: FRAMES

Xtreme Cycle Design's frames feature custom sheet metal work, hand formed and precision fitted and welded to conform to the lines of the frame. You choose the geometry and accessories to complete your custom look with your choice of style and size. Hidden-shock and rigid models available with 180/200, 230/240/250 and 280/300 rear tire sizes. Options include right-side drive, single straight downtube, single radius downtube and double radius downtube.

300 SERIES RIGHT-SIDE DRIVE RIGID FRAME

Check out the all-new Sick 300 Series Right-Side drive rigid frame by Xtreme. Xtreme frames are constructed entirely of .120 wall DOM tubing, which is TIG-welded and fixture cooled. Every frame produced passes a rigid inspection process to insure customer satisfaction. Xtreme also offers custom rolling chassis built to your exact specifications.

Xtreme Cycle Design, 1030 Collins Ave. Orange, CA, 92867; 714-628-1855; www.xtremecycledesign.com

DAYTEC'S GOLIATH SERIES: GOLIATH LEFT DRIVE RIGID

Daytec's newest rigid chassis is the Goliath Series 250 Left-Drive Rigid. It features 1 1/2-inch diameter tubing on the frame and redesigned Daytec axle blocks. This frame utilizes Daytec's Goliath removable front motor mount and forward control mount assembly and accepts a 250 mm tire size on an 8 1/2-inch wheel with a full size belt.

GOLIATH HIDDEN-SHOCK

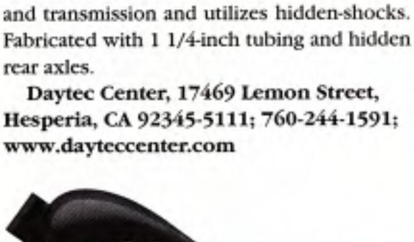
Daytec's new Goliath series 250 frames are engineered with massive 1 1/2-inch diameter tubing on the frame and 1 1/4-inch tubing on the swingarm with a hidden rear axle. It also has a new modular design removable front motor mount assembly. This frame

accepts 5- or 6-speed transmissions and any V-twin motor. The Goliath is available in left or right side drives with triangular or stealth style swingarm.

GOLIATH 250 STS

250 STS Left-Drive frame kits are engineered with a 1 7/16-inch offset between the engine and transmission and utilizes hidden-shocks. Fabricated with 1 1/4-inch tubing and hidden rear axles.

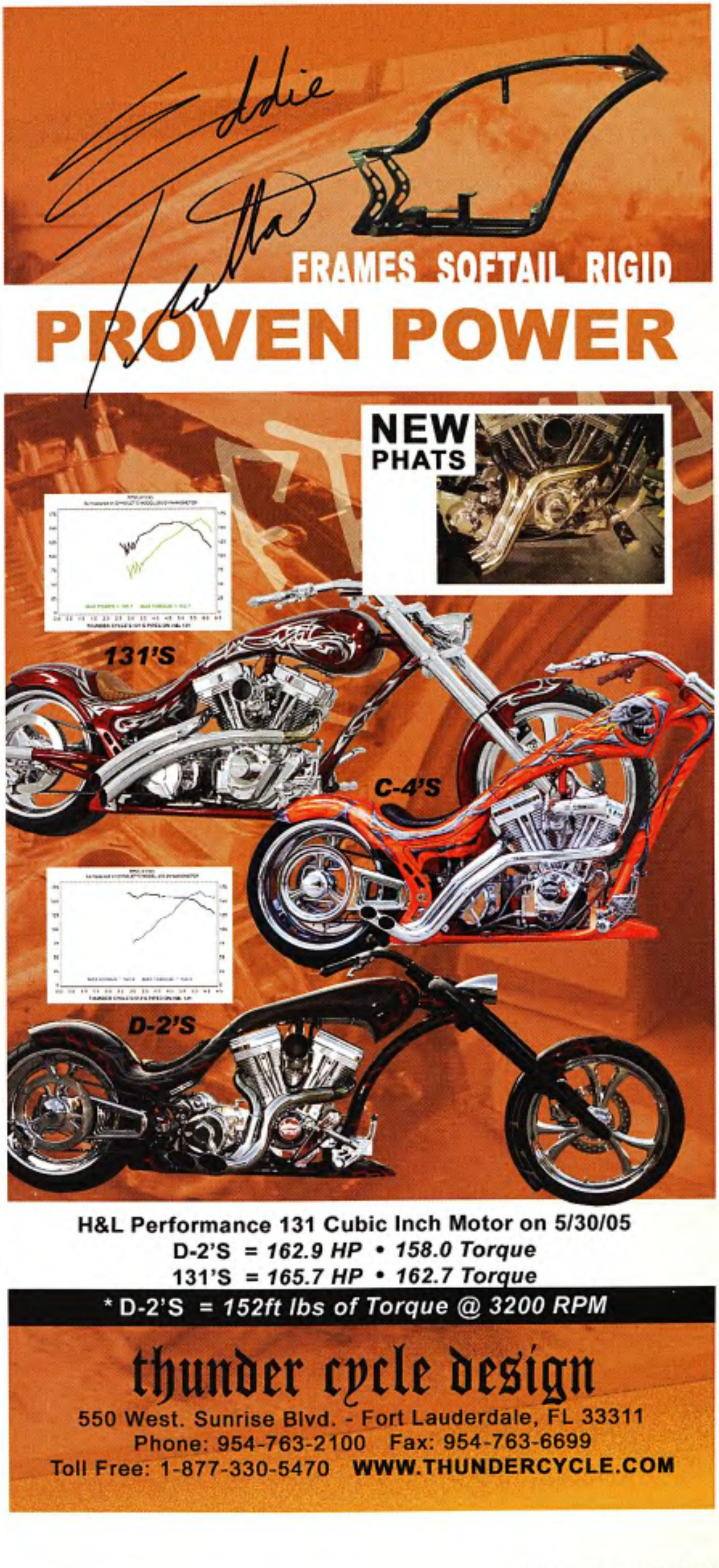
Daytec Center, 17469 Lemon Street, Hesperia, CA 92345-5111; 760-244-1591; www.dayteccenter.com



REVOLUTION'S CARBON FIBER FRAME

Revolution Manufacturing (RM) Carbon Fiber frame features a 32-degree rake, 2-inch stretch and a negative 2-inch stretch in the downtubes. It accepts 5-degree triple-trees and sports a low seat height. One-half-inch lower motor and transmission mounts make for a lower center of gravity in this frame overall. The RM Carbon Fiber frame also has an integrated top motor mount and a machined neck for press-in races (no fork cups). It accepts all motors with Evo-based cases. Kit form includes: neck bearing, oil tank, battery box, hidden rear axle, integrated gas tank, rear fender, and skid pan. The Revolution Manufacturing Carbon Fiber frame is also available as a complete bike or rolling chassis.

Revolution Speed, 1435 Field Park Circle, Marietta, GA 30066; 770-420-9191; www.revolutionspeed.com



V-TWIN BIOLOGY AND TWIN CAM CHANGES
Inside The Twin Cam 88 MK II

As Harley's Twin Cam 88 motor enters its eighth year of production, there is a new version of it in the 2006 Dyna models. Unlike its original introduction in 1998, Harley is being fairly quiet about this new Twin Cam motor. The lack of fanfare has been attributed to a number of reasons, which one you believe depends on if you just ride bikes or if you are in the business of making parts for them. From our perspective, we think that this is going to be Harley's motor for the next 10 years or so, but they won't really play it up until it has been included across their entire bike lineup.

From the outside appearance of the MK II motor (that's our designation to separate it from the other versions of the Twin Cam 88), there's no dead giveaway; just a strange bolt pattern on the primary cover and that the oil filter mount is cast into the right side crankcase. Inside, there is a whole raft of changes. The complete cam bearing and cam drive systems are new, as is the oil pump. The cylinder heads and valves were changed for improved flow. The flywheels use a new design sprocket shaft. Not everything has changed though; the cylinders,

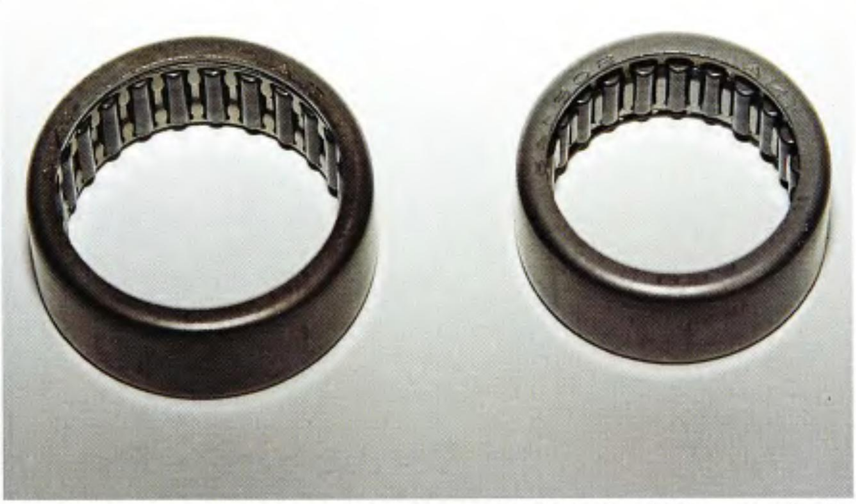
When you start taking the motor apart, this is the first change you will see. The main cam drive system now uses a roller chain with a hydraulic tensioner. The new tensioner imparts a lot less friction on the chain, which should not only add to the life of the parts but also take less power from the motor's pinion shaft.

This is a comparison of the two types of drive chains used on the Twin Cam 88 motors. The new roller chain and sprockets are on the left. Because the parts used in the new motor weigh less, they will put less of a load on the motor's cam and pinion bearings that are in the cam mounting plate.

The earlier versions of the Twin Cam 88 used a "silent" type cam chain and a spring operated tensioner. Because of the stiffness of the tensioner spring, the life span of its nylon shoe on hopped-up motors has been the subject of several magazine articles.

A number of changes have been made to the camshafts themselves. Each cam is made-up of five parts: the basic shaft, a pressed-on drive sprocket, two pressed-on cam lobes and an inner bearing race on the end of the cam that fits into the crankcase. By using built-up cams, each piece can be made from the steel alloy that best suites its needs. This is not a new idea; automotive manufactures have used built-up cams for years.

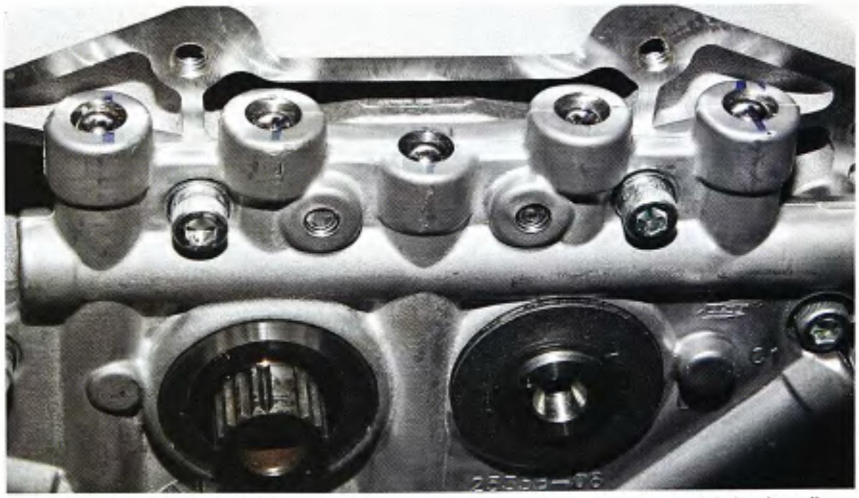
The older motors used one-piece cams, with the spring type of chain tensioner. This tensioner puts so much friction on the cams that you can't turn them by hand.



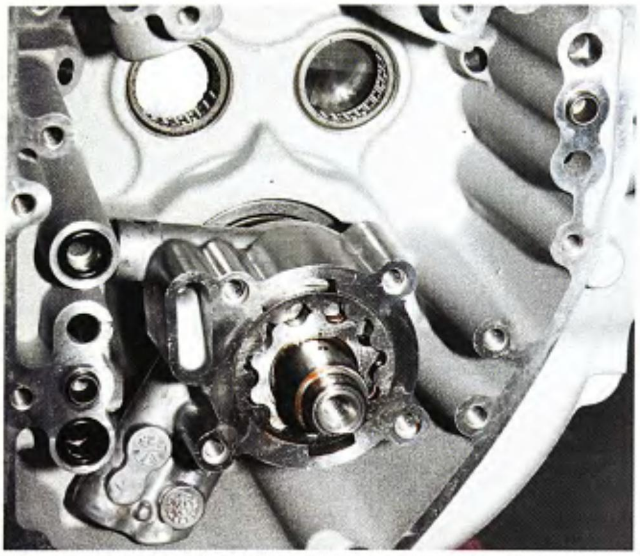
The new inner cam bearing is on the left. It is not only larger in diameter, but has more rollers in it. The new motor's outer cam bearings go from a ball and roller bearing arrangement to high load, pressure lubricated plain bearings.

Along with the drive system, the new motor uses larger inner cam bearings. These bearings ride on the inner races that are pressed on the ends of the cams. Using separate inner races not only allows them to be made from special bearing grade steel, but they can be held to a tighter tolerance with the needle bearings.

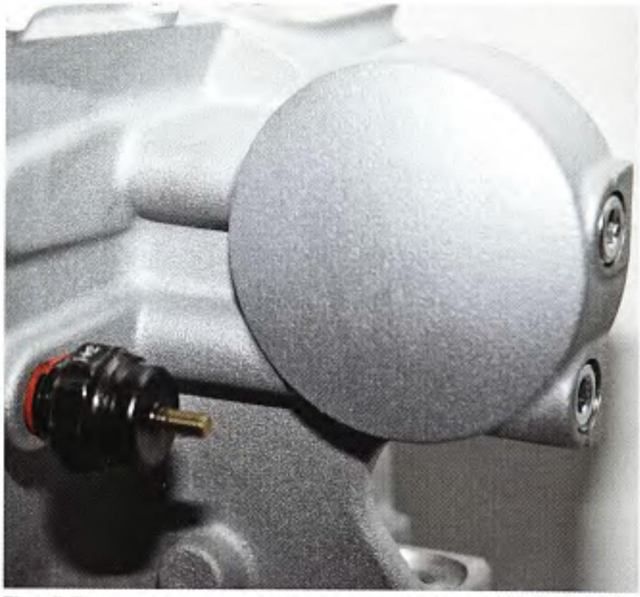
The oil pumps used in Twin Cam 88 motors are actually two pumps in one housing. The pump in the MK II motor contains a scavenge pump with 65% more volume than the one used in previous motors. The oil pump's scavenge gear and rotor are on the left; they have almost three times the volume of the motor's pressure side pump, which is on the right.



The top of the cam mounting plate also acts as the distribution system for the lubricating oil. The new motor now has five oil ports: one for each lifter galley, two for the outer cam bearings and one for the pinion bearing.



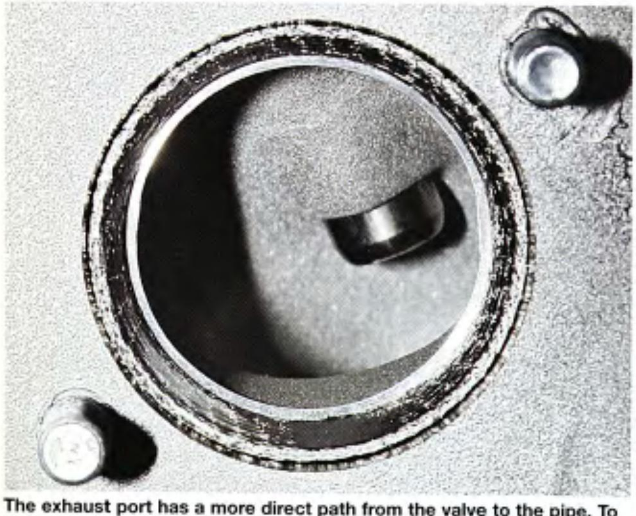
The new oil pump fills the bottom of the cam chest. The oil pump no longer uses an O-ring to seal its housing at the cam mounting plate. This new pump should cure the blow-by problems that have plagued hopped-up Twin Cam 88 motors.



The oil filter mount is now part of the right side crankcase casting. Thus Harley has eliminated one more potential oil leak.

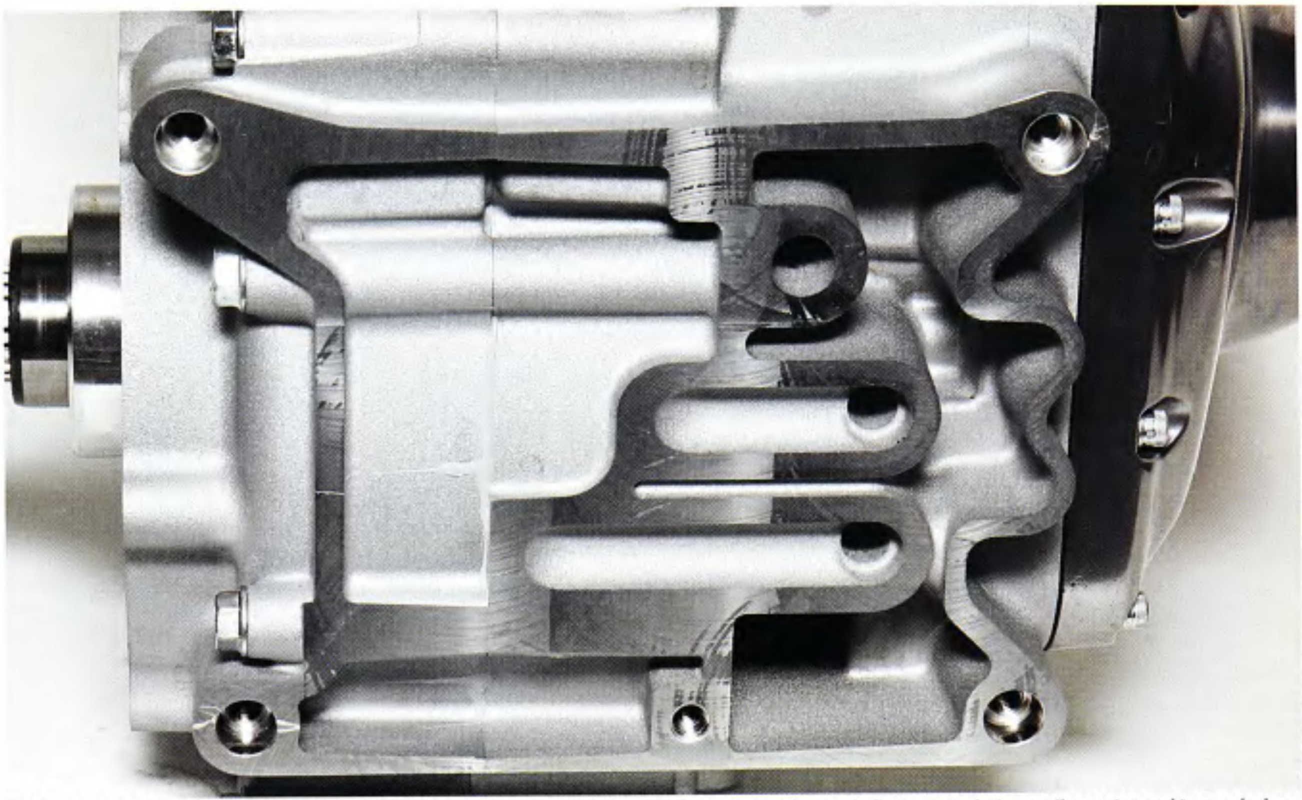
The new heads now have tulip shaped valves. The new exhaust valve weighs about 1/3 less than the old thick, flat faced valve. It might not sound like much, but at 5,000 rpm it's a bunch of kinetic energy.

To promote flow into the cylinder, the intake port now has a raised floor. While conventional wisdom would think that this would restrict the port, it actually increases the intake tract velocity.



The exhaust port has a more direct path from the valve to the pipe. To control exhaust gas reversion, it has a slightly raised floor; this is when the spent gases in the exhaust pipe try to re-enter the port after the valve closes.

The sprocket shaft on the MK II has 24 splines as compared to the 10-spline shaft used on previous Twin Cam and Evo motors. It also uses an internal thread to secure the compensator assembly. The mounting flange and bolt pattern for the inner primary housing is unique to the new motor.



Photos: John Sullivan

The last, but not least change is the transmission mounting flange. The new mount features internal oil passages between the motor and transmission. This does away with the previous models' oil lines. With this and the new oil filter mount, there are no longer any oil lines on the Dyna model bikes.

pistons, rocker boxes, lifters, pushrods and rocker arms are the same as used in the other versions of the Twin Cam 88.

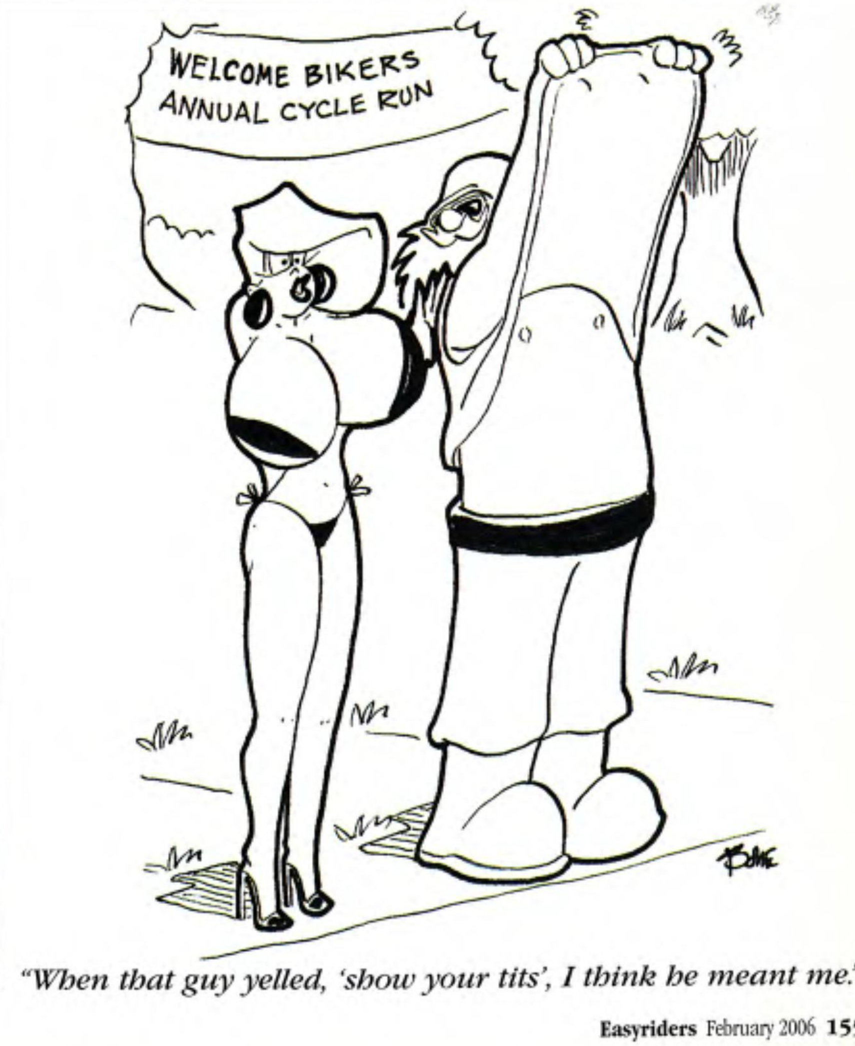
After getting our grubby mitts on one of these motors, it is our considered opinion that most of the changes were made to improve the motor, while two of the changes, transmission mounting and primary cover attachment, were made to simplify the manufacturing process. The changes to the camshafts and oil pump alone are worth whatever it cost Harley to bring out this new motor; they should add many miles and greater reliability to the bikes' life spans. Whether the changes will increase the design's performance potential is yet to be seen, however, there are a whole lot of hot rodders working on these motors right now.

Having put some miles on one of the new Dyna Street Bob bikes, we can't fault its performance. With this motor, coupled with the new closed-loop fuel injection and 6-speed transmission, the Dyna has become one of the truly great motorcycle rides.

—John Sullivan

Source

HARLEY-DAVIDSON MOTOR COMPANY
800-588-2743
www.harley-davidson.com



"When that guy yelled, 'show your tits', I think he meant me."

ReadersRides

Theresa Dattola
Lincoln, Nebraska
2002 Special Construction

So you've hired a handyman to work on your house. It's early morning, you're sitting on your patio, a cup of java in your hand, waiting for him. Suddenly, you hear a bike approaching. It's a red chopper, the rider's long, red hair flying in the breeze. He parks in front of your house, takes off his helmet, and…what the hell? He's a she!

She rings your doorbell. You drop your cup and, unsure about what's going on, open the door. She says she's the handyman, come to fix your house and, do you have any tools? You look around. No cameras anywhere. Is this for real?

Hey, relax, it's just Theresa, bartender at your local strip club, accountant at the oil company and now your handyman. She's also a chopper builder who reads this rag faithfully. In fact, "ever since I saw *Easyriders* as a little kid, I had this red chopper in my head," is how Theresa describes the origins of her ride. "I read all those tech tips. I've also always been mechanical, 'cause my dad taught me when I was younger."

Theresa doesn't have an old man who owns a shop or runs a motorcycle company. Hers, a "kind of a chemical expert" named John, does ride, though. "I helped John rebuild his bike in '95 and when he fired it up, I knew that was it, I didn't want to ride on the back anymore," she says. The bike, which she incidentally calls Abby Normal, took right around eight months to build and cost her "my retirement fund."

Shannon McGovern did the paint and John did the wiring for her, because "I don't have a concept of the electrical," she says. "I just soldered and shrink-wrapped. I also did all the bodywork on it and every single weld's been sculpted so the entire frame looks like it's one bent piece of tube. It's got Keith Black pistons, 9.5:1, an Andrews EV27 cam and a Mikuni 42. It's built stable and solid and I ride it everywhere."

Even to come do work on your house.
—*Tripper*

Photos: Nate Ullrich

Randy Stump
Pikeville, Kentucky
2004 Hillbilly Chopper

The hillbilly chopper: In the early days, this southern breed of chopper looked pretty much like the mental image it might conjure up. Held together by bailing wire, duct tape and lots of spit (or Elmer's glue, if the owner had a couple of bucks), the hillbilly chopper was most likely seen being ridden across dirt roads by Mullet Man on his way to his buddy's moonshine still.

But times have changed. Here, you're looking at a 2004 Hillbilly Chopper from Pikeville, Kentucky, and it's a fine example of southern know-how and mechanical aptitude. It was designed and built by 2RS Hillbilly Customs (Randy and his buddy, Robert Sawyers), who were "looking to build something different from what's in the neighborhood. Something low, lean and wide, with a 250 rear tire," as Randy explains.

The bike's got a 113-inch S&S Sidewinder motor sitting in a Pro-One custom rigid frame with a 40-degree rake and breathing through a set of Martin Bros. Filmores and accompanied by a 6-speed tranny. Randy got the parts, Robert fabbed the fenders and oil tank and a fellow named "Fast Eddie" painted the whole thing.

Its Headwinds headlight brightens even the darkest Kentucky night and the Dakota Digital speedo and tach, expertly laid into the Independent gas tank, let Randy know when it's time to shift. He holds on tightly to the Ness grips on the L.A. Chopper handlebars, especially when the Avons on his Ness wheels are squealing around tight curves in the nearby Appalachian Mountains.

His rear end, incidentally, rests comfortably in a seat pan fabbed by 2RS and padded and stitched by Highrollers. It's attached to a rear fender, which is strutless. Randy has easy access to all the needed parts because he owns RAC Enterprise, through which he sells custom motorcycle parts and accessories.

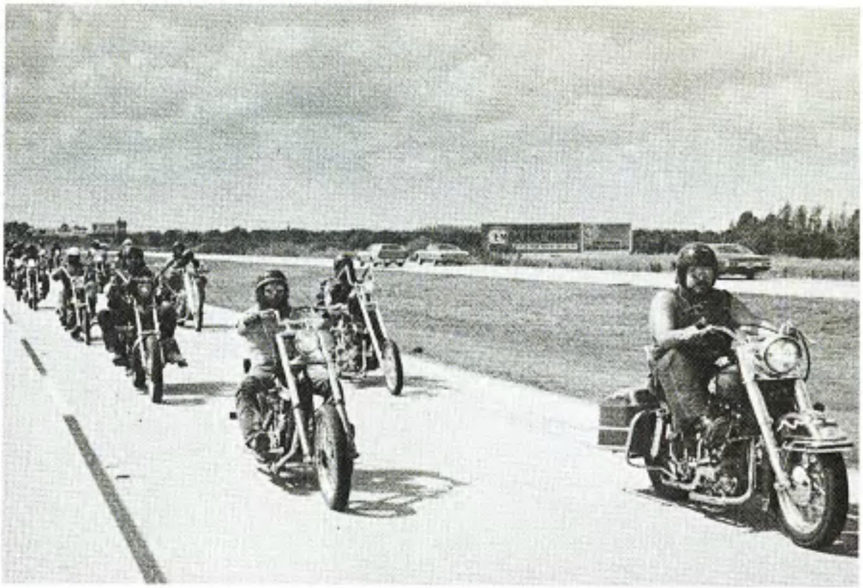
The bike's won a second and eight first places in various local shows and the 2RS boys are already working on a new creation.

Anyway, there you have it: the modern Hillbilly chopper, light years away from bailing wire and spit. —*Tripper*

Photos: Owner

ReadersRides

Rosie
Clearwater, Florida
1952/57 Wide Glide



Ever heard of a boy named Sue? Great. Now meet a man named Rosie. Rosie's been around for a while. Just how long has Rosie been around? I don't know, but he tells me he still kick-starts his TV. Here's another clue: the August issue of *Easyriders* from 1976.

That's right, a 30-year-old copy of this magazine. And in it, on Page 43, we find Rosie and his pal, Clearwater Tiny, leading a pack of bikes down a Florida highway toward Daytona Bike Week. On the very same bike that you're looking at here, which is Rosie's '52 panhead in a '57 frame stretched 2 1/2 inches. Just for kicks we reprinted the photo from the August '76 issue. See Rosie ride. See Tiny ride,too, right there to Rosie's left.

Aside from some obvious differences, like the mass of gray surrounding Rosie's face where there used to be nothing but black and the fact that some of the folks in the old photo ain't around anymore (like Tiny), everything is pretty much the same. The panhead, which Rosie says he first put on the road back in February of '75, still has, among other things, a 10-over Wide Glide front end and a fenderless front wheel.

Rosie says the bike's survived an engine/tranny rebuild, a blown-up motor and a wreck, but adds: "we're still rolling!" He says he's putting a late model together now, a '55 pan hardtail with both kick and electric starter, "just in case I get old and feeble some day."

But the '52, he swears, is forever. "Hell, I got 30 years of forever on it already!"

That's right, and 30 more years would officially make it an eternity. So let's do this again in 2036, okay, Rosie? —*Tripper*

Photos: Melissa Worthen/Pete Chiodo

Photo: Owner

Gary Prado
Northglenn, Colorado
2001 Road Glide

Gary traded his '91 FLHS for this Road Glide, which actually wasn't his first choice. "A friend of mine and I got to talking about buying this Electra Glide Classic we'd seen at Mile High Harley," Gary says, "and when I got there, he was already there, putting a bid on it."

Gary was ready to leave, when one of the salesmen there told him about this Road Glide. It turned out to be a great bike and Gary, a maintenance supervisor at Denver International Airport, says he's already been all over the place on it. "Since my girlfriend rides, too, I have a single seat on it with everything broke down below," he says.

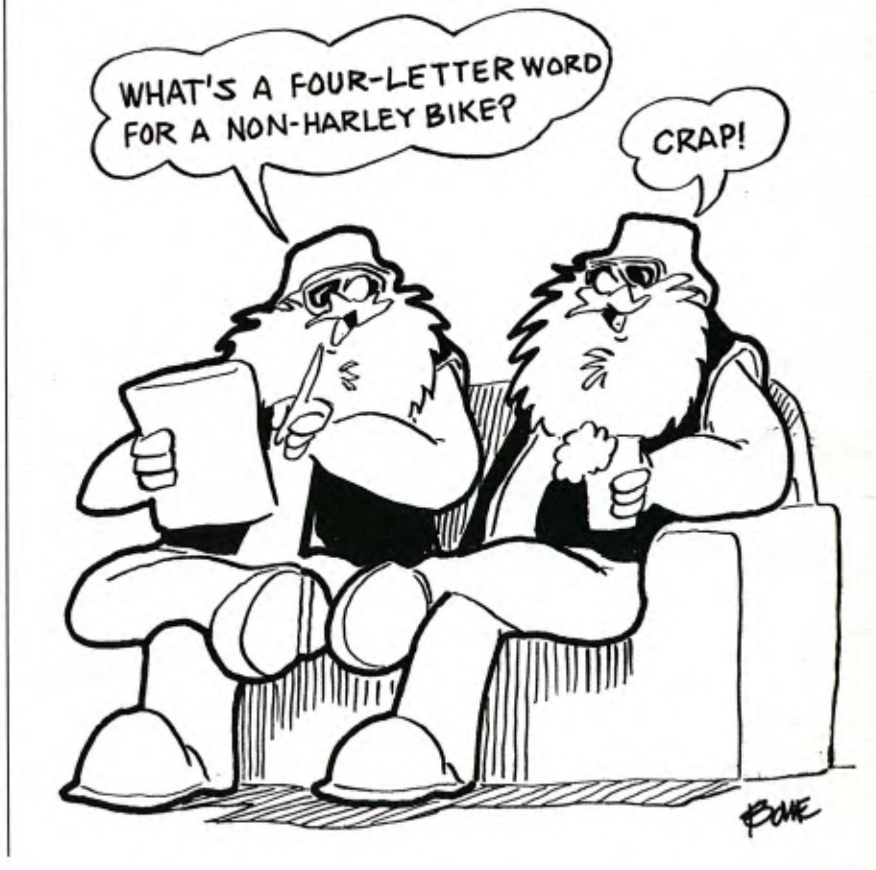
Last year he went to Little Big Horn, where lots of people took pictures of it because of the paintjob. It's the most obvious modification on this bike, of course, with the fiery horse representing Crazy Horse, the legendary Oglala Sioux warrior. A fellow named Cisco did the painting and airbrushing. "I told him the theme and that I wanted a horse on the tank," Gary says, "and he came up with this. He is a true artist."

But the paintjob certainly is not the only thing that makes this bike stand out. There's a big bore kit in the motor, some fancy caliper covers, Vance & Hines pipes, a rear lowering kit, a saddle bag support kit, a Badlander seat, Lindy bars and some other stuff. Apparently, Gary did a great job putting everything together, because "I won the only show I ever entered the bike in," he proudly tells us.

And just in case you doubted Gary's dedication to Crazy Horse, his license plate reads KZHORS, which, of course, could also indicate that he's a big fan of KZ's appetizers. Whoever KZ is.

But that's just not the case.

—Tripper



ProductReview

STEADY RIDING
Harley's Polyurethane Riser Bushings

Are your handlebars sagging? Would you like your bike to have a tighter feel in the curves? Replacing the handlebar riser bushings in your top triple tree just might be the answer.

The factory uses rubber bushings at the handlebar riser mounting points in the top triple trees on their bikes. The factory's rubber bushings do a good job of isolating motor and road surface vibrations from the rider's hands, but even when new, these bushings are not the most rigid mounts for handlebars. Over time, the rubber bushings deteriorate to the point where there is noticeable slop between the handlebars and the fork.

As a good politician once said, "the fix is in;" Harley now offers a couple of polyurethane riser bushing kits. These bushings offer a firmer mount between the fork and handlebars. Because the compound that they are made from is a lot stiffer, they give the rider more road feedback through the bars. They are still compliant enough to isolate most of the high-frequency vibration that can cause discomfort on long rides.

Installing the bushings only requires unscrewing the two riser mounting bolts, pulling out the four rubber bushings, (one upper and one lower bushing are used on each mounting bolt), and then replacing them with the four polyurethane bushings. The fly in the ointment is that on some bikes, several parts must be removed to get access to the riser mounting bolts. We installed bushing kit P. N. 56298-03 on a 1999 Road King. This bike required removing the headlight assembly and ignition lock cover to get to the risers and/or their mounting bolts. All in all, the job took about an hour. The end result was well worth the effort; gone were the sagging bars and milk toast feeling in the grips. At $35 in parts, there is no better bargain for your bike. *—John Sullivan*

Source

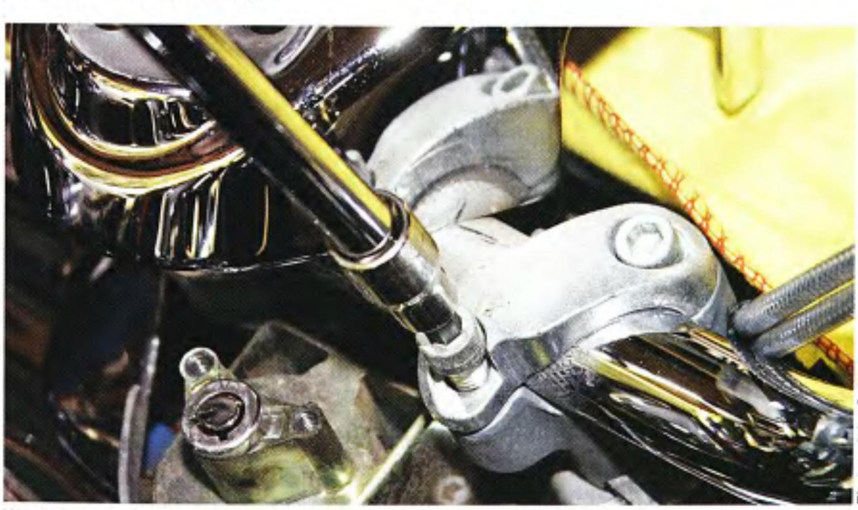
HARLEY-DAVIDSON MOTOR COMPANY
800-588-2743
www.harley-davidson.com

Compare the new bushing, on the left, to the old rubber bushing that we took out of the Road King, on the right. The new bushings made a huge improvement.

The kit consists of four polyurethane bushings. Each bushing has a chrome cup-washer and an internal spacer.

On our Road King, the risers are under the chrome cover that is below the tach mount. We removed the headlight, its housing, the tach and ignition switch cover.

The riser mounting bolts are on the underside of the top triple tree. They are accessible from behind the headlight housing.



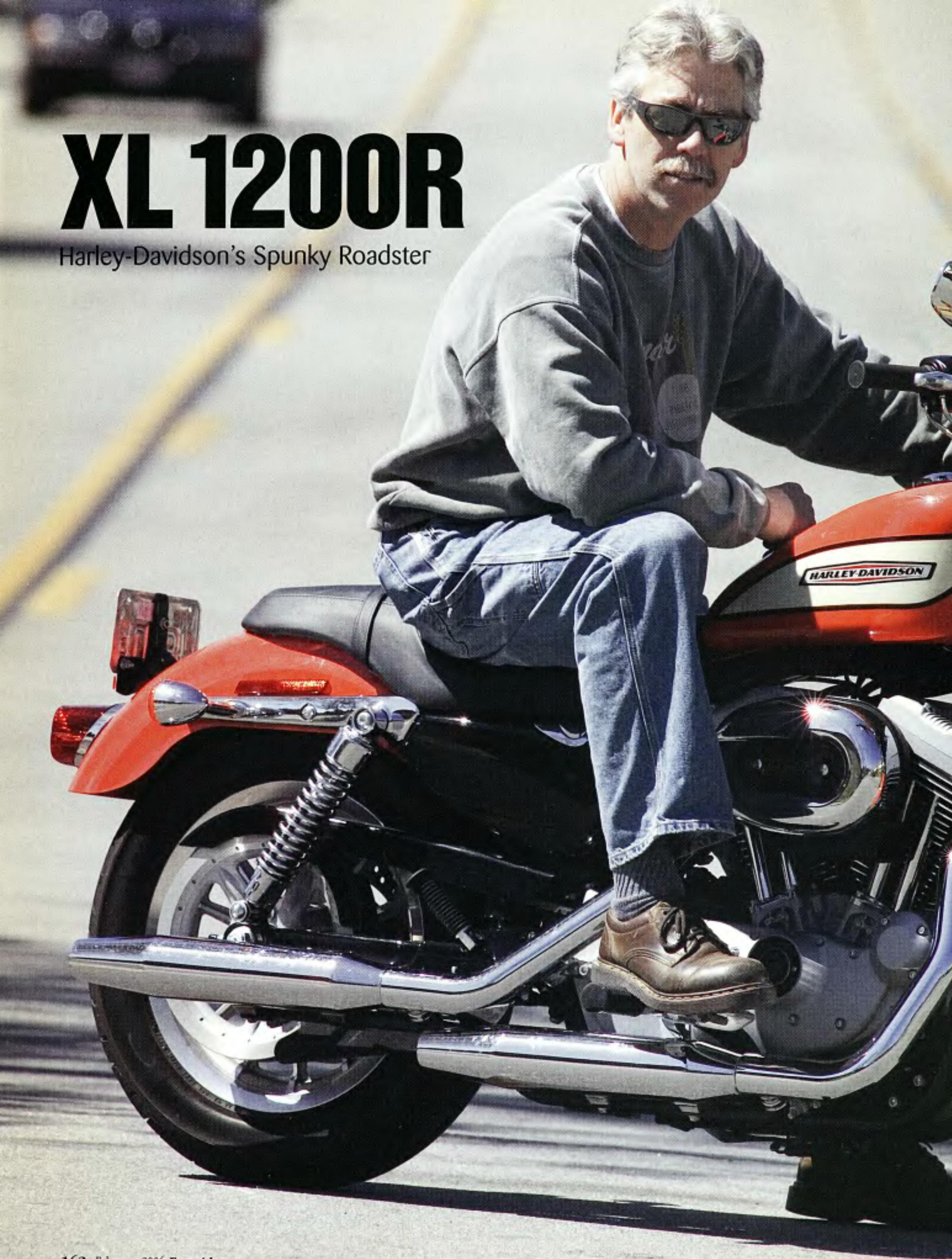
We loosened the handlebar clamps so that we could rotate the bars to the rear to put some slack in the cables. This allowed us to lift the risers up so we could replace the bushings.

Photos: John Sullivan

OKAY, ONE MORE TIME — TURN LEFT, LEAN LEFT, TURN LEFT, LEAN LEFT...
HD
TOM WOJAHN

XL 1200R

Harley-Davidson's Spunky Roadster



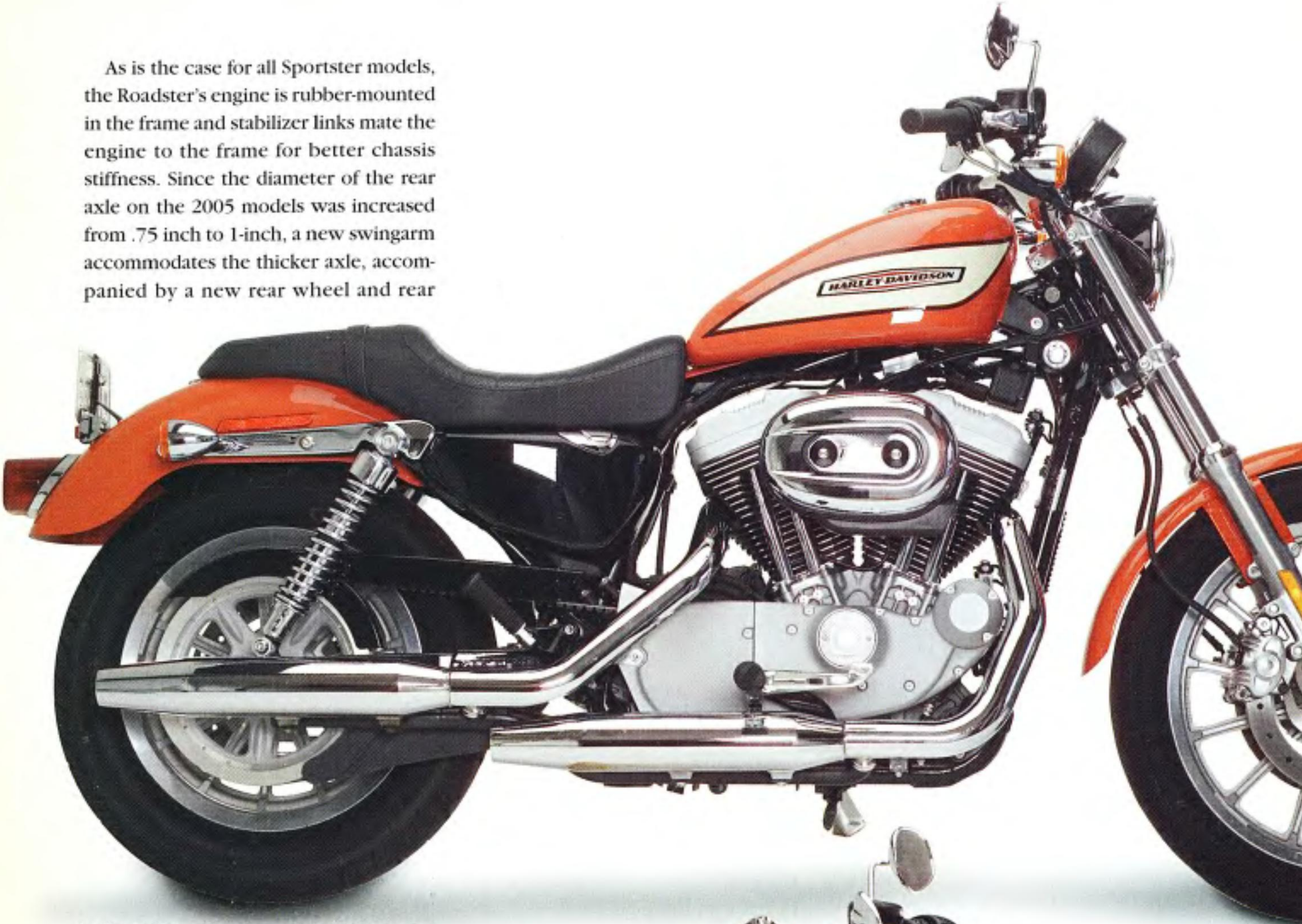
As the big hawg's little cousin, the Sportster was originally intended to be Harley's answer to the British bike invasion of the '50s. During its almost 50 years of existence, the Sportster—subdivided these days into four 883cc and two 1200cc models—has not only

outpaced all those old chaps, it has also created a legacy for itself along the way.

Until the arrival of the V-Rod, the Sportster has always been, ounce for ounce, Harley's quickest and nimblest model. It's a combination of talents Harley has come to enhance in varying degrees. In fact, during the Sportster's early days, it was the escape vehicle of choice for some bank robbers because it was so much faster and easier to handle in traffic than the big twin police bikes of the day. Hence, why Harley used the Sporty as its model for their racing bike.

In the Roadster's case, the enhancement consists of high-compression, high-flow heads and performance cams on the inside and staggered dual pipes and a 6,000 rpm redline on the tachometer on the outside. At 557 pounds (dry), the Roadster is just about as light (or heavy) as any of the 883 models, but with a 9.7:1 compression ratio, it offers 50% more torque. Add to that a lean angle of 32 degrees and a ground clearance of 5.6 inches and you've got yourself a nice little hot rod right off the assembly line.

As is the case for all Sportster models, the Roadster's engine is rubber-mounted in the frame and stabilizer links mate the engine to the frame for better chassis stiffness. Since the diameter of the rear axle on the 2005 models was increased from .75 inch to 1-inch, a new swingarm accommodates the thicker axle, accompanied by a new rear wheel and rear



brake caliper. The result is a 5% increase in total vehicle torsional stiffness, which makes itself felt in the more precise and responsive handling. For 2006, it's pretty much the same with just about the only difference overall being the available color schemes.

The Sportster, in general, is on a notoriously short leash when it comes to

straying from any particular gas station and the Roadster does nothing to dispel that myth. Typical for the Sportster class, its 3.3-gallon tank and an advertised 52 miles per gallon on the highway combine for a theoretical average of 160 miles between refills, but as any rider knows, reality can sometimes be downright cruel, especially going through the less populated areas.

But the Roadster, in its stock version, isn't designed to take you from Santa Fe to Salt Lake City in style and comfort anyway. Without forward controls or highway pegs, a windshield and saddlebags—all of which, by the way, are available through Harley's own Genuine Motor Accessories—long distances can be torturous, especially for taller riders, so we didn't venture too far from our home base during our test rides.

After taking it through the local canyons and through SoCal's infamously permanent rush hour traffic on numerous occasions, we've come to the conclusion that the Roadster does exactly what it and its kin have become known for. There are no big surprises and no major disappointments. Were we inclined to rob a bank, however, the Sportster would definitely not be our getaway vehicle, if only for the fact that, these days, cops have helicopters...

—Red Baron

GENERAL
Fabrication: Harley-Davidson
Year: 2005
Model: XL 1200R
Assembly: Harley-Davidson
ENGINE
Year/Model: 2005 Evolution
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 73.2 cubic inches
Bore & stroke: 3.5 x 3.81 inches
Cam: Harley-Davidson
Intake: carburetor
Pipes: Chrome, staggered shorty duals
Compression Ratio: 9.7:1
TRANSMISSION
Year: 2005
Gear Ratio (overall)
1st: 9.454
2nd: 6.500
3rd: 5.040
4th: 4.152
5th: 3.517
PAINTING
Color: racing orange
Special paint: two-tone
FRAME
Type: swingarm
Rake/Trail: 29.6 degrees/4.6 inches
Stretch: none
ACCESSORIES
Handlebars: wide, polished handlebars
Instruments: electronic speedo, odometer, resettable trip meter, diagnostic readout
Oil tank: under seat
Oil system: 3.6 quarts
Seat: One-up/two-up
Mirrors: Harley-Davidson
Grips: Harley-Davidson
FRONT END
Type: telescopic
Builder: Harley-Davidson

WHEELS FRONT
Type: steel-laced
Size: 16-inch
Tire: MT90B16
Brakes: 11.5-inch x 0.2-inch dual
WHEELS REAR
Type: chrome cast slotted disc
Size: 16-inch
Tire: MU85B16
Brakes: disc
Unique features: silver powdercoated engine and covers with black powdercoated cylinders and cylinder heads; triple disc brakes, tachometer, high-flow cylinder heads, performance cams, chrome headlight visor
Photos: Rick Hustead/Kai Raecke

ComingAtYa

The March issue of *Easyriders* (No. 393) is packed with some gorgeous girls wrapped around outrageous custom motorcycles by Scott Long, Dave Perewitz, Indian Larry, Matrix Customs and Lucky's Choppers. We'll also test ride American IronHorse's Legend model.

Roll with us to the awesome Las Vegas BikeFest and Colorado's Cripple Creek Run. Learn the latest on Harley-Davidson's new Twin Cam Mark II motors and get a guide to all the happenings of Daytona Bike Week.

We'll bring you a complete Aftermarket Guide to Suspension Parts, plus, on newsstands, we'll feature a 32-page outsert of all the new American Cruiser motorcycles for 2006. All this and more! *On sale January 31st.*

The far-out February issue of *V-Twin* (No.58) will bring you 10 mind-melting customs from master bike builders such as Jeff Palhegyi, Big Bear Choppers, the Drag Specialties' crew, Bachman's and Mike Ballew. We'll even test ride Big Dog's new K-9 model. Ride with us to Biketoberfest, check out the Victory Hammer and look into Brett Smith of S&S Cycle's crystal ball of the two-wheeled future. Meet master builder Jason Kangas, go Behind The Scenes at RC Components and find out what's new with Harley's Twin Cam Mark II motor. Get great aftermarket guides to Frames and Sheet Metal to build your dream bike!

On sale January 10th.

The fab February issue of *Biker* is featuring Lovely Lexie on a bad, custom FXR. We'll run down to Daytona for the drags and back up to Utah for some flatout, Salt Flats high-speed action. *On sale Now!*

The next issue of *In The Wind (No. 124)* will feature Paul Wheeler's 1939 Harley bobber with Courtney, a light, tight, 19-year-old. Other highlights include our killer Sturgis Rally coverage. Plus, on the newsstands, our 32-page Winter Roadware catalog. *On sale now.*

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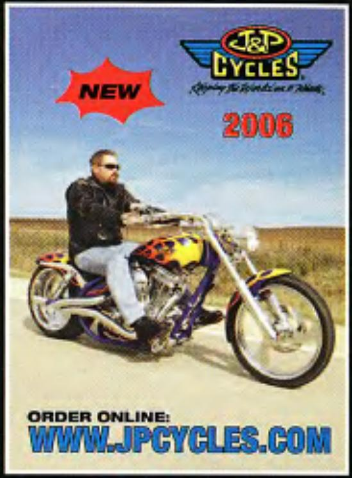

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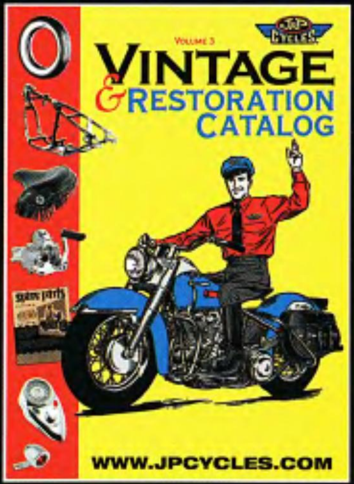

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